Negative Temperature-coefficient of Reaction Rate during Hydrocarbon Oxidation

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Summavy **A** new region of negative temperature-coefficient of rate is observed at the low-temperature limit for cool flame formation.

STUDIES of hydrocarbon oxidations in both flowing¹ and static^{2-4a} systems have shown that the maximum rate of reactior for the autocatalytic process does not increase steadily with increased initial temperature *(To)* but exhibits both a maximum and a minimum (curve a, Figure **1).**

In addition, multiple cool flames propagate successively through static vessels at rather similar initial temperatures to those in the region of negative temperature-coefficient (the flames usually first appear at lower values of T_0). The negative coeficient is thought to play a part in the selfquenching mechanism of each cool flame as the attendant heat release increases the reaction temperature.^{4,5}

Recently, a unified theory^{6,7} for cool flames and ignitions has predicted that periodic oscillations (multiple cool flames) and a negative temperature-coefficient in the maximum rate of heat release are inseparable, the oscillatory cool flame first occurring at bath temperatures in the negative temperature-coefficient zone. Experimental evidence testing the above hypothesis is presented here.

FIGURE 1. 139 *tow. Plot of* ΔT_{max} *against* T_0 . (*a*) $P = 114$ *torr*; (*b*) $P =$

An equimolar mixture of propane and oxygen was allowed to react in a spherical vessel **(1** 1.). Acetaldehyde **(1%) was** added to reduce the otherwise considerable induction period preceding reaction. The difference (ΔT) between the temperature at the centre (T) and that at the wall $(T₀)$ of the reaction vessel was monitored by a very fine platinum alloy thermocouple **(0-001** in. diam.) for various initial temperatures at two values of initial pressure. One pressure isobar **(139** torr; AB on Figure **2)** intersected the cool flame zone, while the other **(114** torr; CD on Figure **2)** lay just below it.

FIGURE 2. Cool flame limits for an equimolar mixture of C_3H_8 and *0,* + **1%** CH,CHO *in 11. spherical vessel.*

At the steady state, the temperature rise in a system is proportional to the rate of heat release.8 In hydrocarbon oxidation, the system attains only a quasi-steady state as a result of fuel consumption. Xevertheless, the maximum temperature rise is a measure of the maximum rate of heat release during reaction.⁹ In this work $\Delta T_{\rm max}$ has been measured **as** a function of *To.*

Both at **139** torr and **114** torr the maximum rate of heat release (strictly ΔT_{max}) exhibits a negative temperaturecoefficient for initial temperatures in excess of **330"** (Figure **l),** which is in accord with that detected in the maximum rate of reaction for other systems.^{3,4a} However, for the higher pressure (through the cool flame zone), an additional region of negative temperature-coefficient is observed (curve b, Figure **l),** and the initial temperature at which this new region occurs coincides with that for the onset of cool flames. This additional negative coefficient zone is not found at the lower pressure. Thus, a negative temperature-coefficient of rate, independent of that observed above **330",** is now established as a condition associated with the occurrence **of** periodic oscillations.

Although these results are confined to the region of two cool flames the oscillatory nature of the reaction is clearly seen (Figure **3).** At higher pressures, as many as six temperature oscillations are observed. The existence of multiple cool flames signifies that the approach to the steady-state temperature is not monotonic but occurs in an oscillatory manner.6 Hence, the temperature rise that is important when cool flames occur is the rise to the steady state about which the system is oscillating and not that determined from the maximum of the temperature spike (Figure **3).** It is not always easy to locate the temperature

FIGURE 3. *A typical* **AT** *against time profile for two cool flames.* $P = 139$ *torr*, $T_0 = 320^\circ$.

at this steady state owing to the effect of fuel consumption, and in such cases a value of ΔT was not determined, leaving the ΔT against T_0 curve incomplete.

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