

# 自動車触媒分野における無機材料 と元素戦略

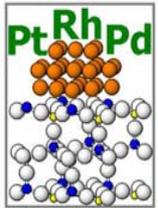
熊本大学大学院自然科学研究科  
町田 正人



# 自動車触媒分野における無機材料 と元素戦略

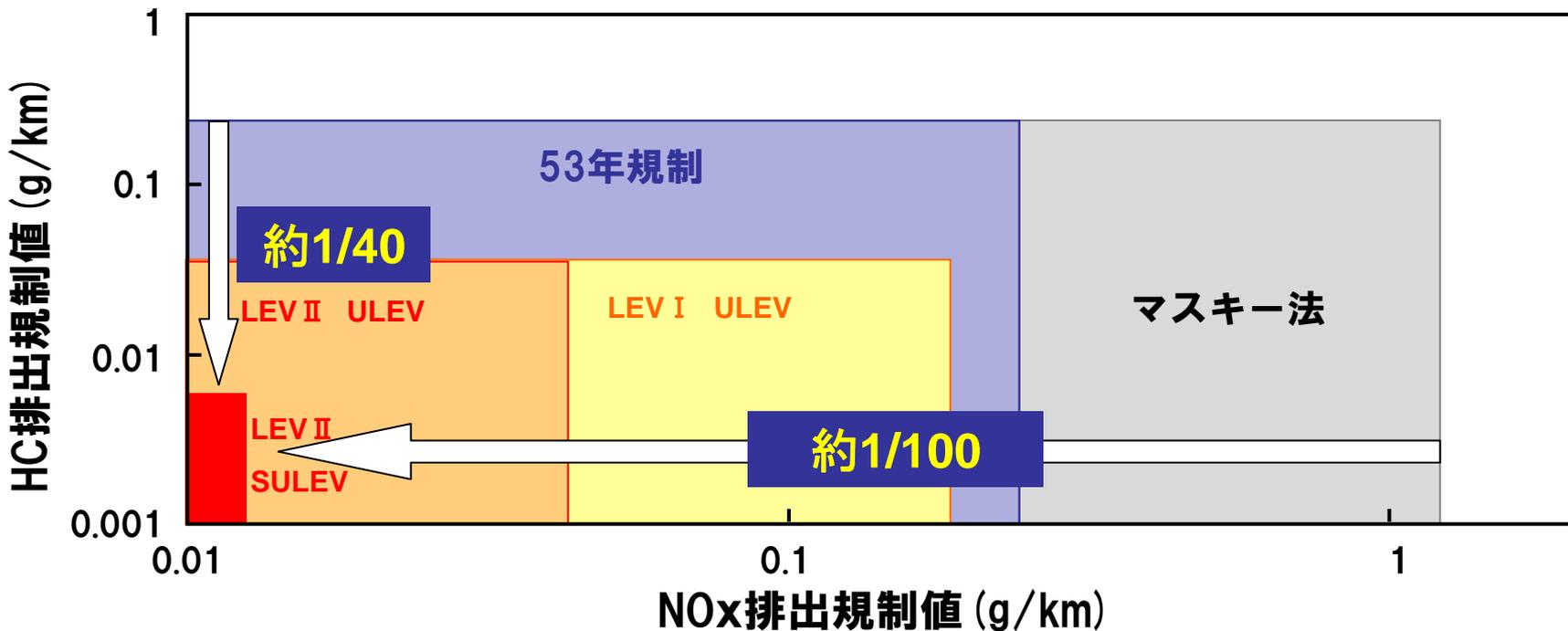
- ◆ 自動車触媒における無機材料の重要性
- ◆ 酸素吸蔵物質
- ◆ 貴金属ミニマム化担体

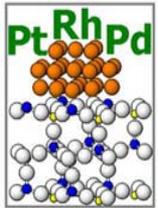




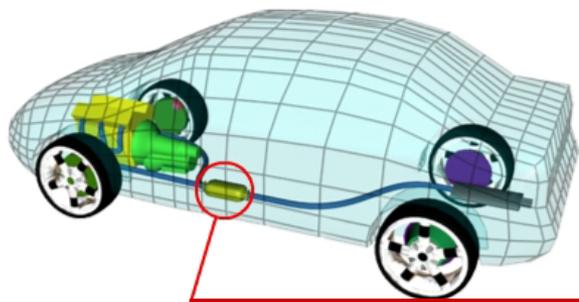
# 自動車排ガス規制の推移

	1960	1970	1980	1990	2000	2010	Future
カ州	<ul style="list-style-type: none"> <li>◆ 排ガス規制を制定 (CO,HC)</li> <li>◆ 窒素酸化物 (NOx) 規制の追加導入</li> <li>◆ LEV-1規制</li> <li>◆ LEV-2規制</li> </ul>						
全米	<ul style="list-style-type: none"> <li>◆ 全米で大気浄化法改正法 (マスキー法) が制定</li> <li>◆ Tier-1規制制定</li> <li>◆ Tier-2規制制定</li> </ul>						
日本	<ul style="list-style-type: none"> <li>◆ 53年規制の実施 (日本版マスキー法)</li> <li>◆ 新短期規制 (平成12年規制)</li> <li>◆ 新長期規制 (平成17年規制)</li> </ul>						

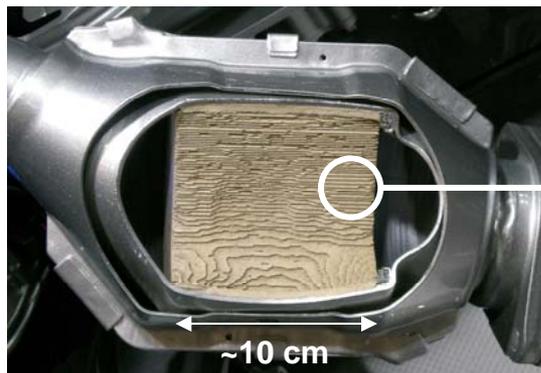




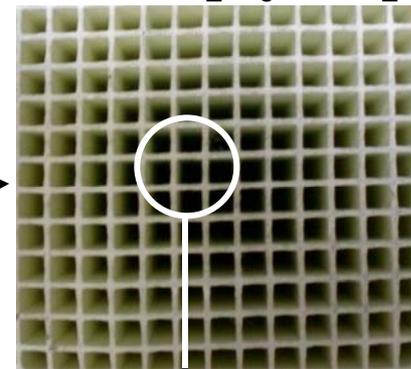
# 自動車三元触媒の構造



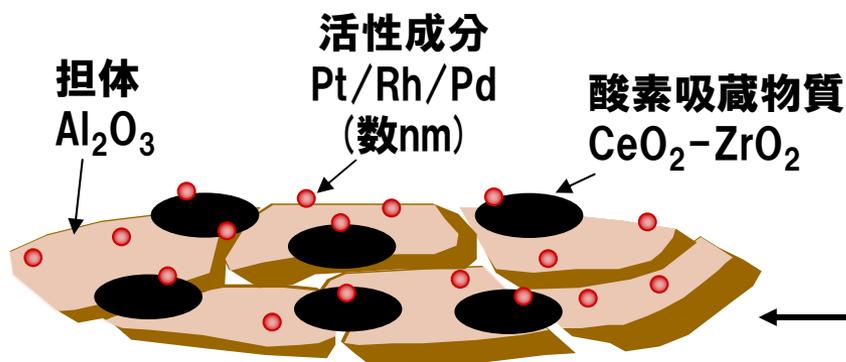
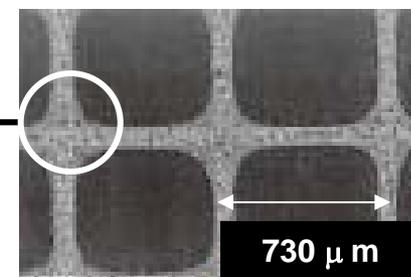
触媒コンバータ



ハニカム触媒  
MgO-Al<sub>2</sub>O<sub>3</sub>-SiO<sub>2</sub>

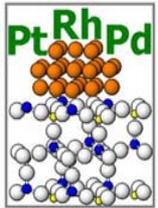


~1200 cpi



触媒  
コート層

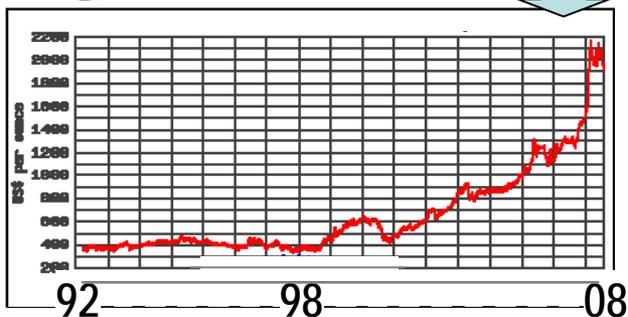
ハニカム壁



# 貴金属の需要と価格

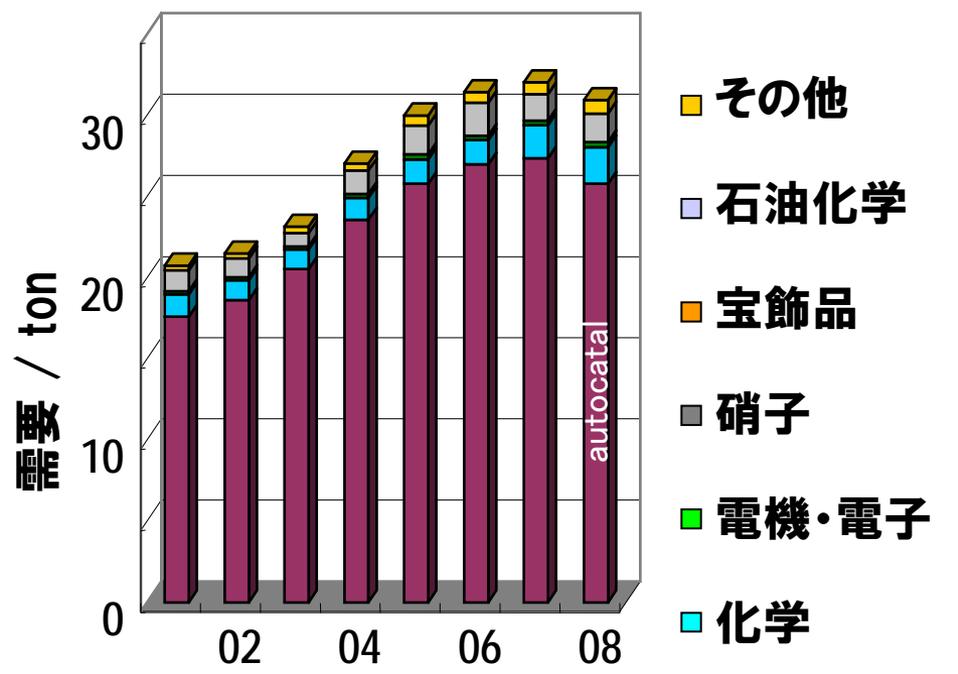
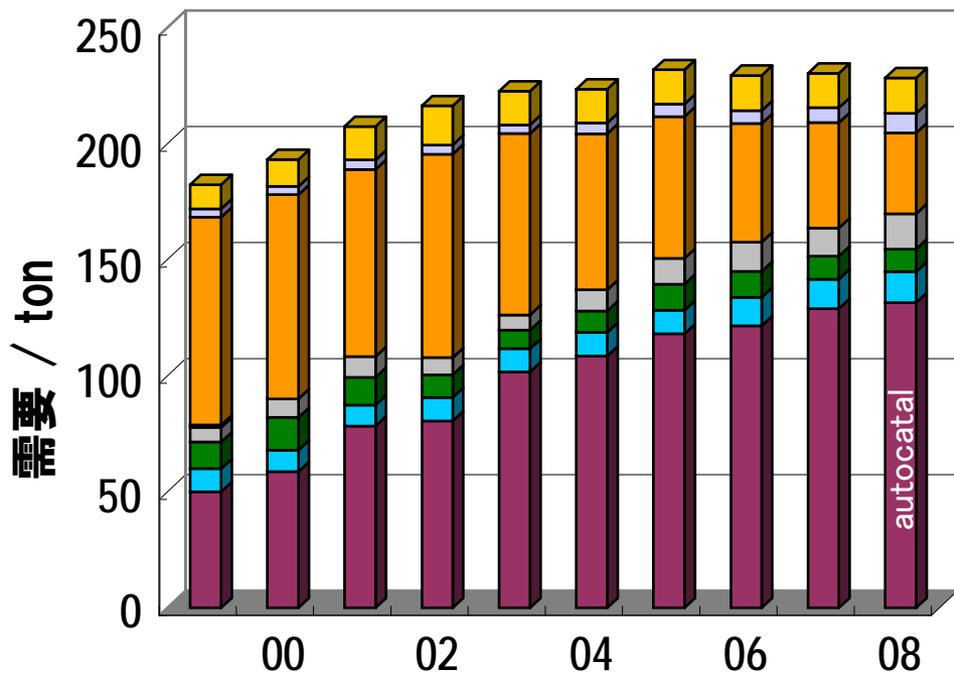
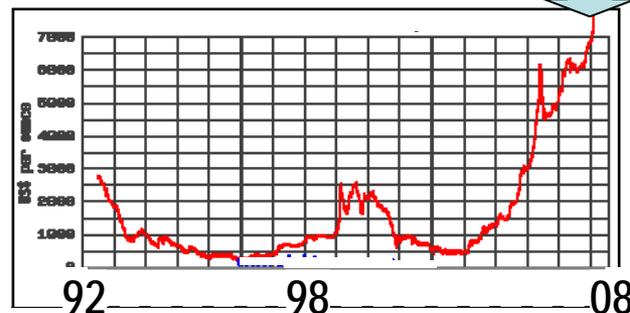
## Pt

¥7,000/g

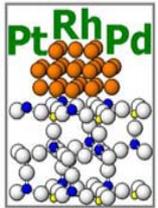


## Rh

¥30,000/g

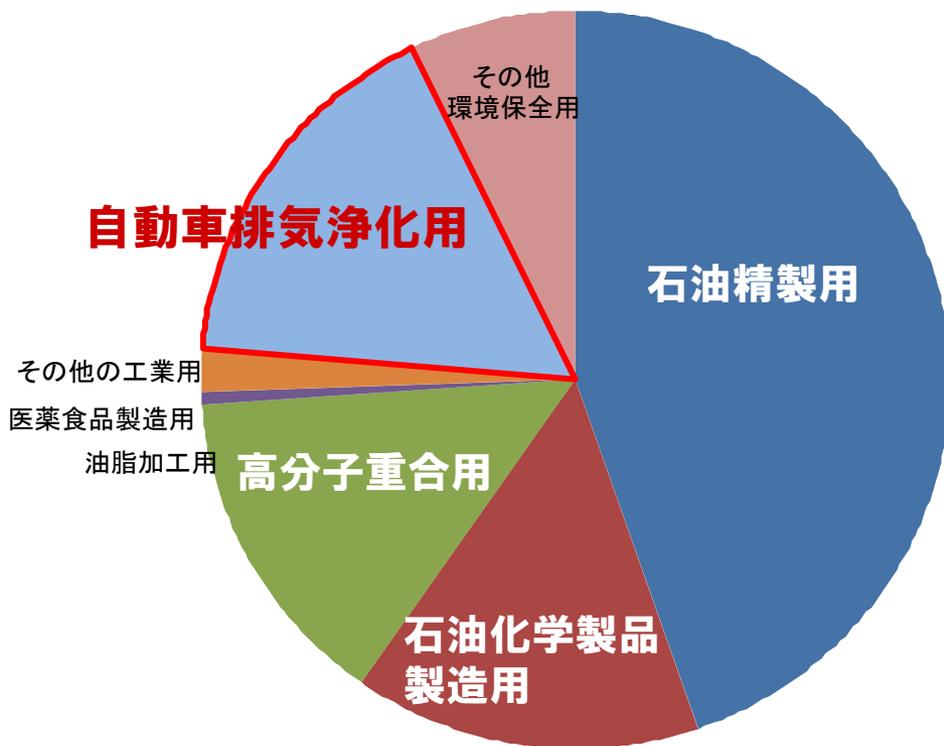


Source: JM Platinum Today

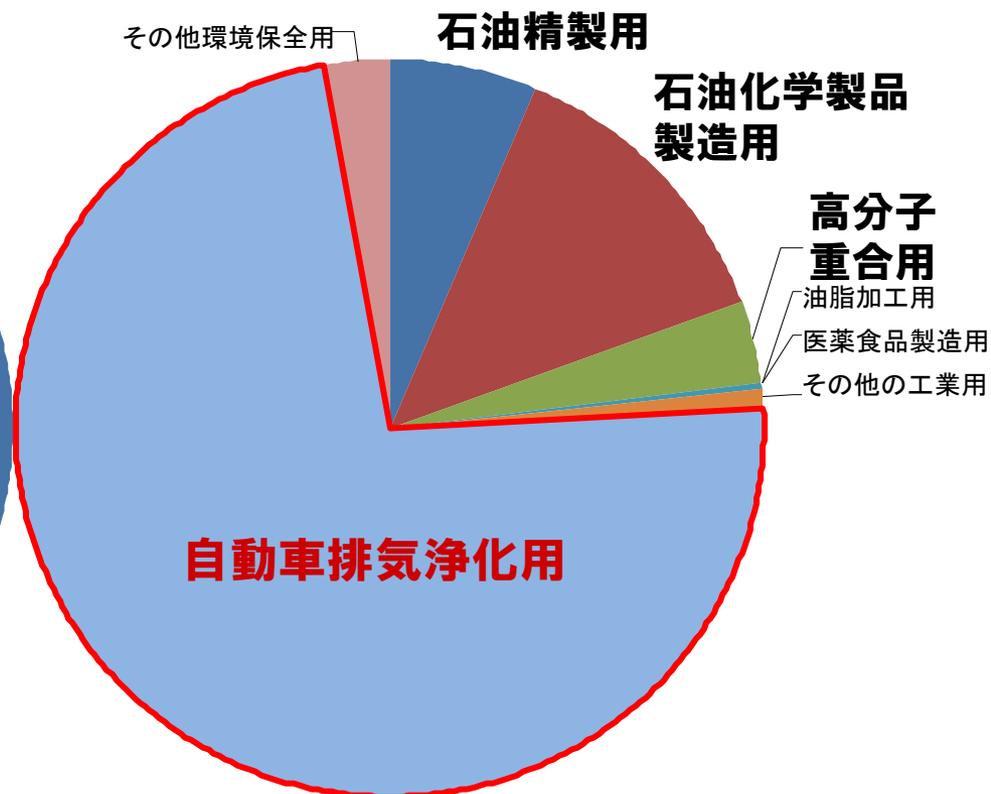


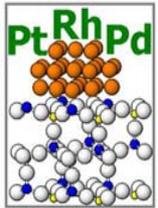
# 触媒統計(2008)

## 出荷量



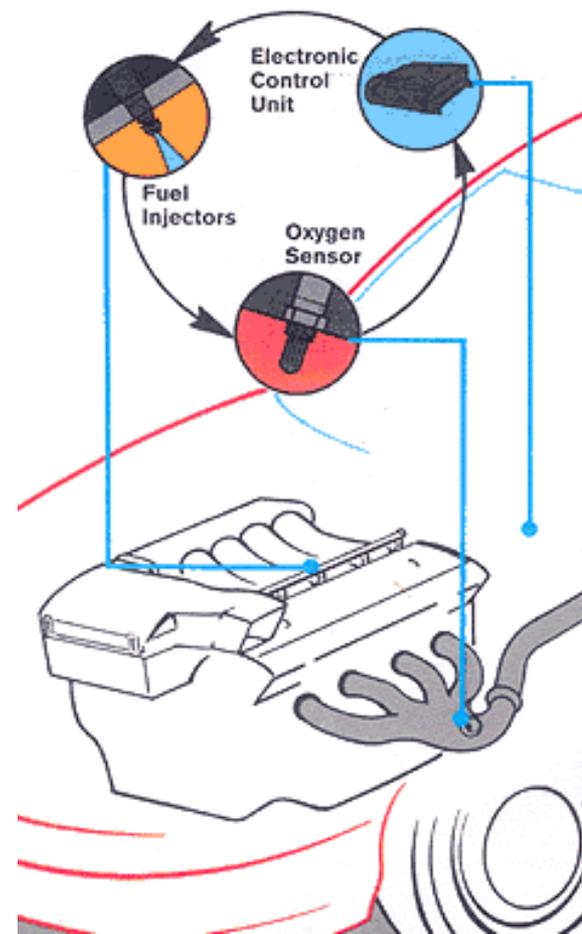
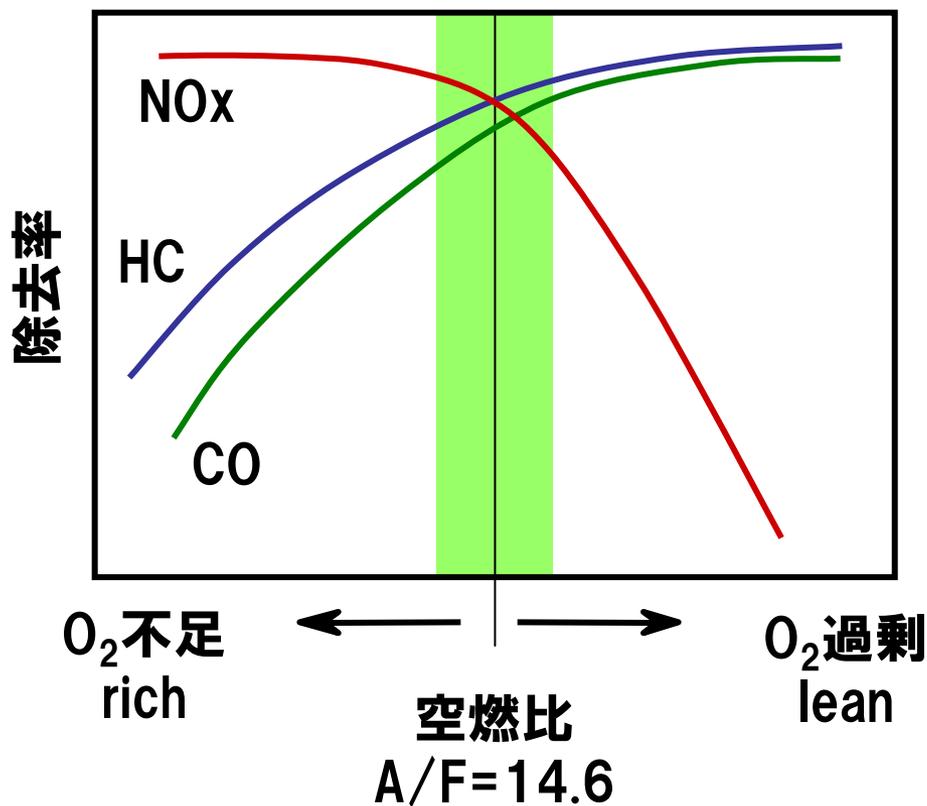
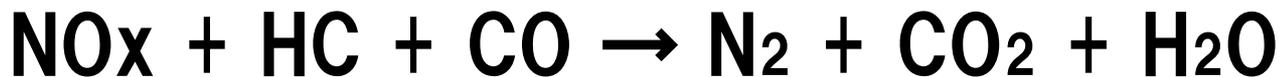
## 出荷額

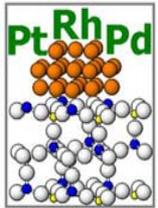




# 三元触媒の原理

Pt/Rh/Pd

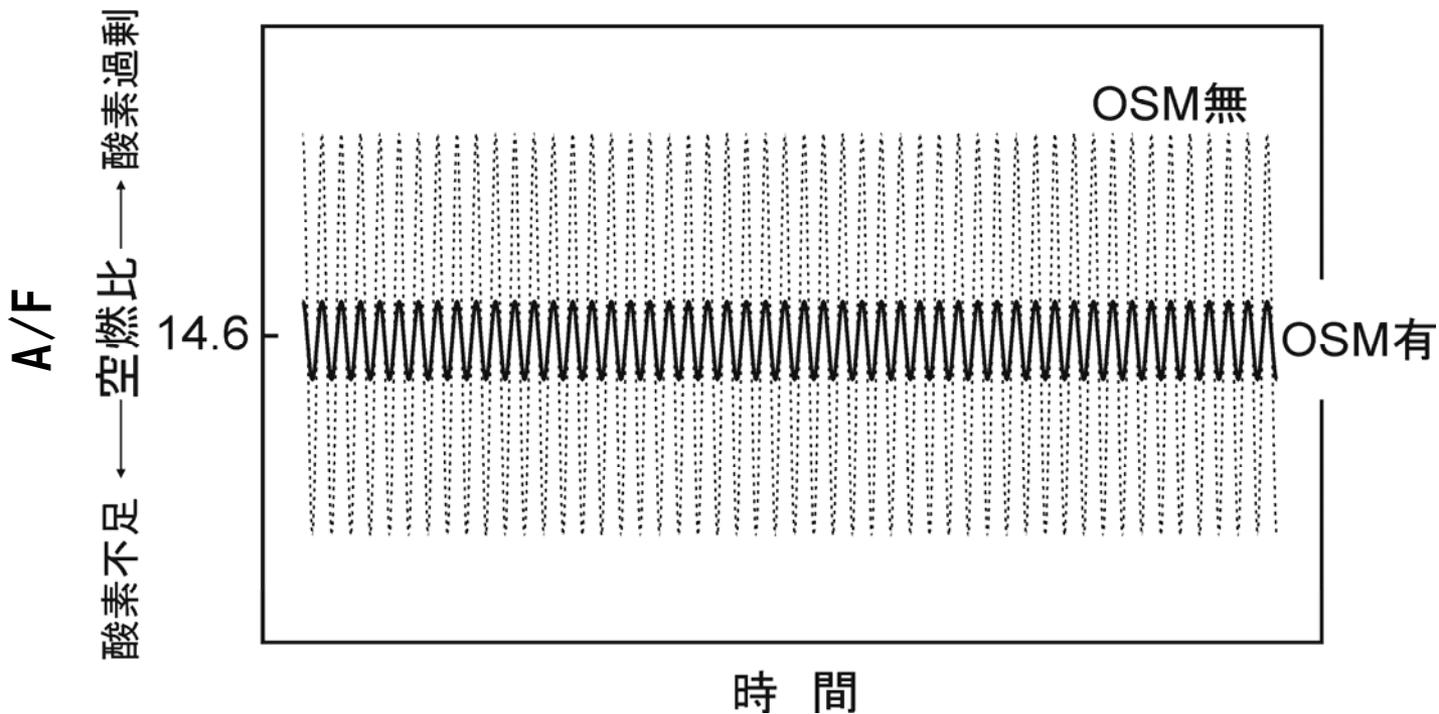
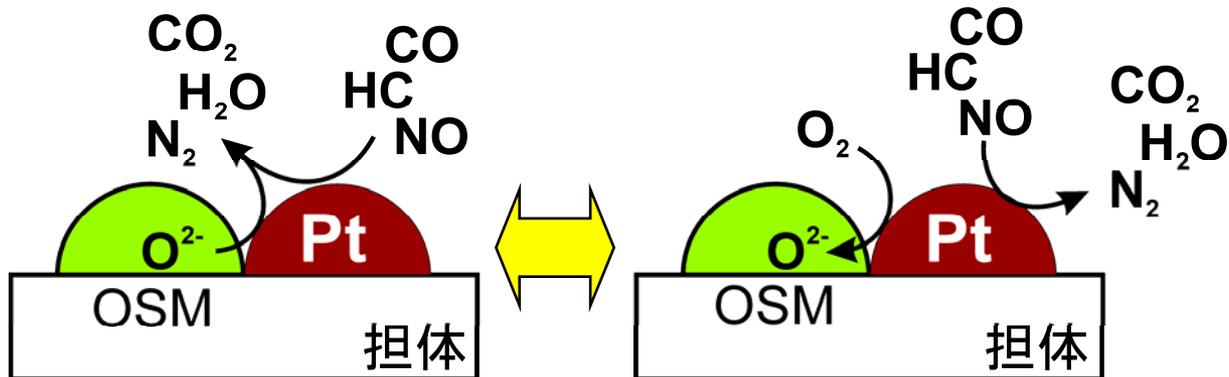


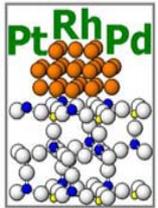


# 酸素吸蔵物質 (OSM) の機能

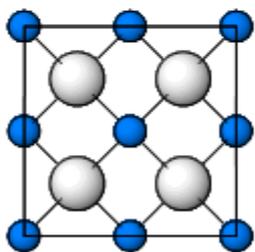
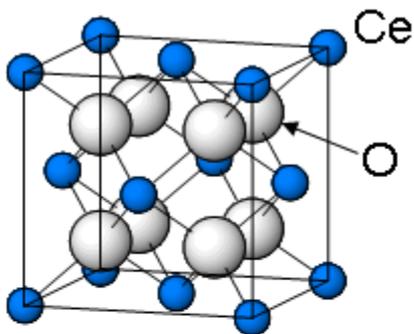
酸素不足時

酸素過剰時

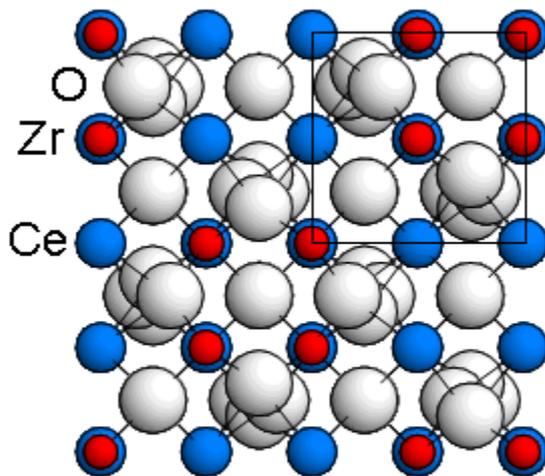




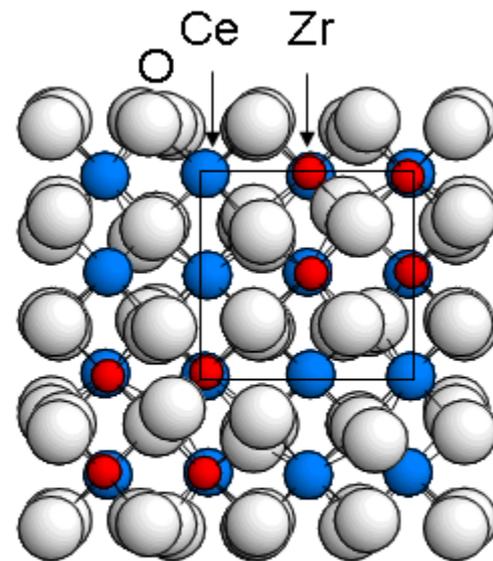
# 酸素吸蔵物質 $\text{CeO}_2\text{-ZrO}_2$



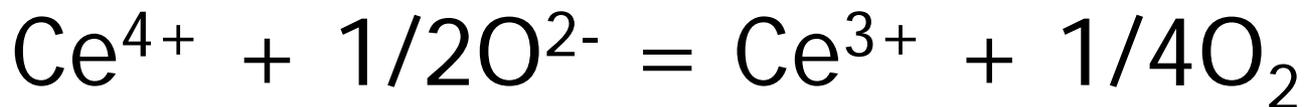
$\text{CeO}_2$   
fluorite型



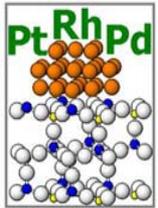
$\text{Ce}_2\text{Zr}_2\text{O}_7$   
pyrochlore型



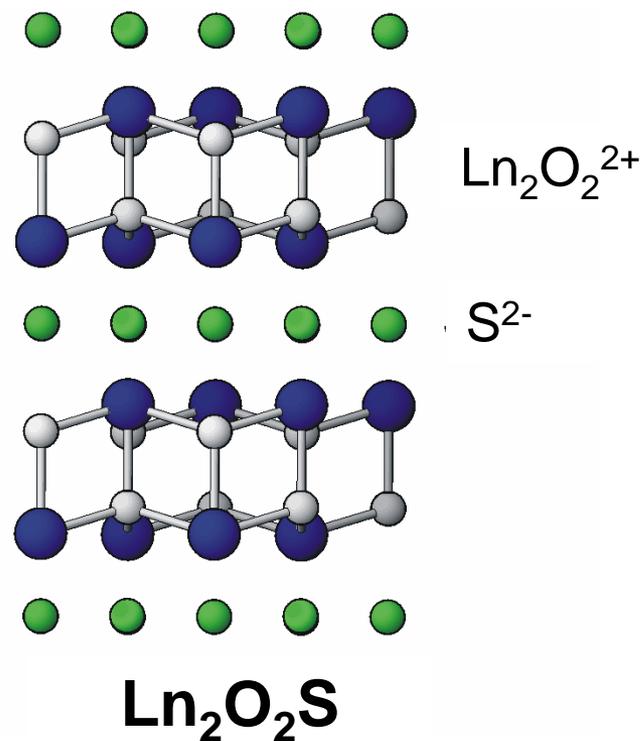
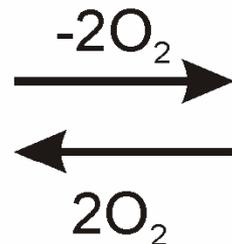
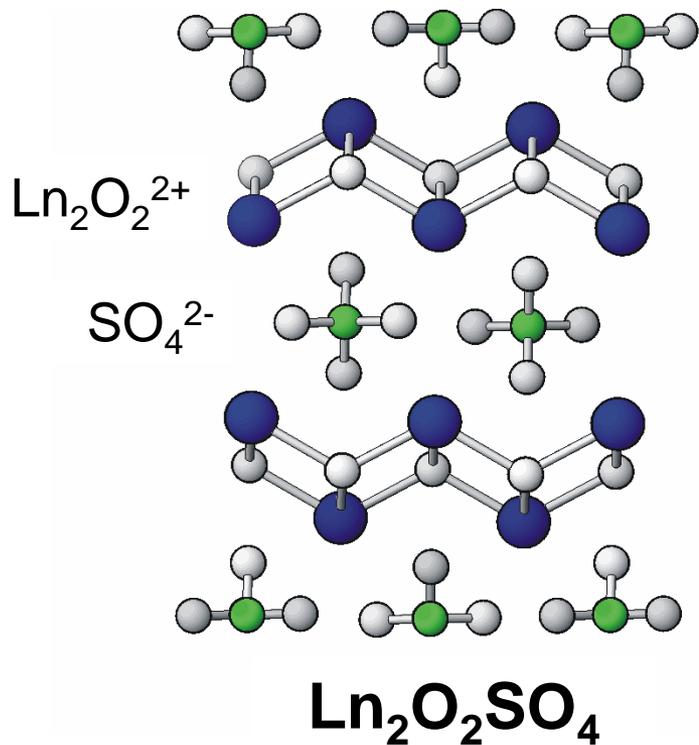
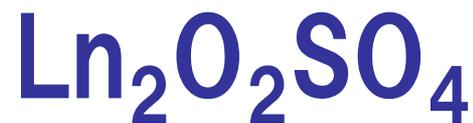
$\kappa\text{-Ce}_2\text{Zr}_2\text{O}_8$



**OSC = 1/4 mol-O<sub>2</sub>/mol-Ce**

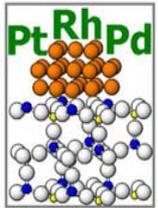


# 酸素吸蔵物質



$$\text{OSC} = 2 \text{ mol-O}_2/\text{mol-S}$$

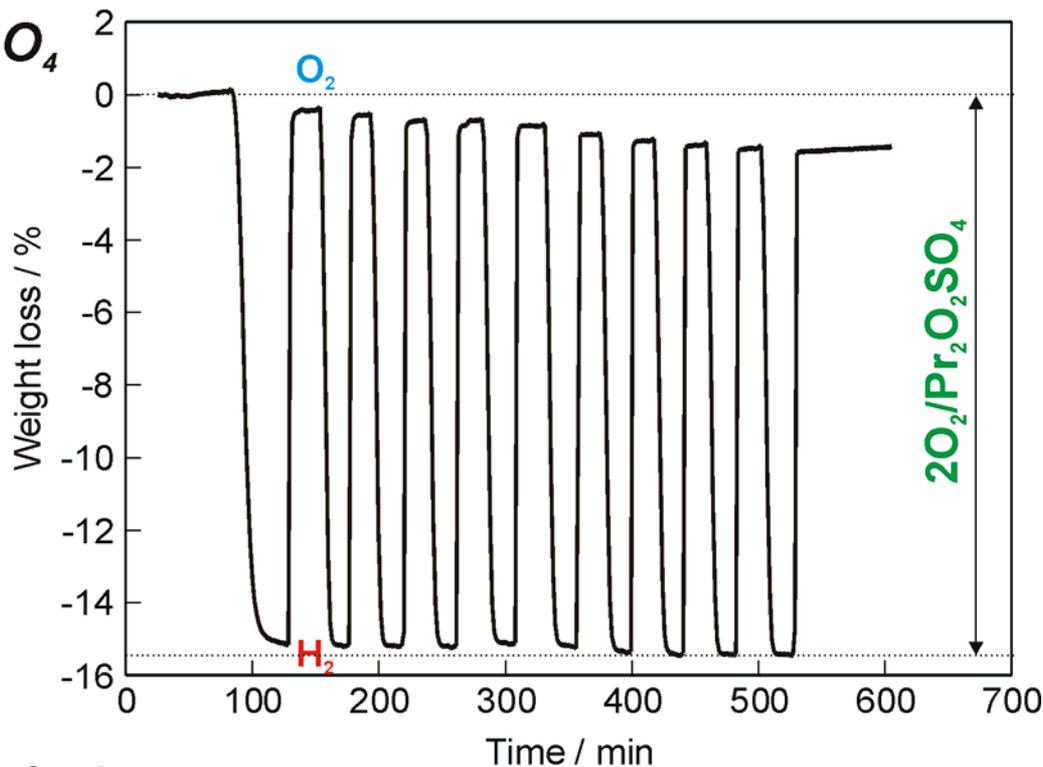
非金属種の酸化還元を利用した初めての酸素吸蔵  
既存物質 $\text{CeO}_2\text{-ZrO}_2$ の10倍近い大容量



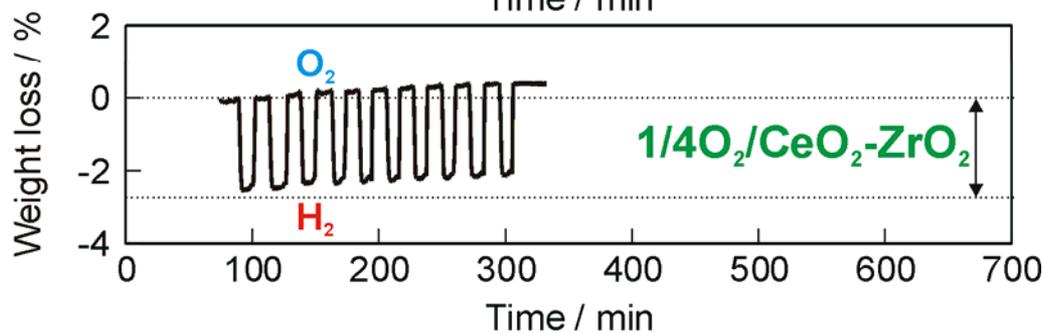
# 酸素吸蔵放出特性

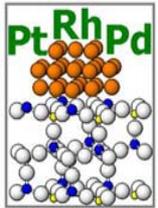
1wt%Pd/Pr<sub>2</sub>O<sub>2</sub>SO<sub>4</sub>

大容量化  
高速作動化  
達成

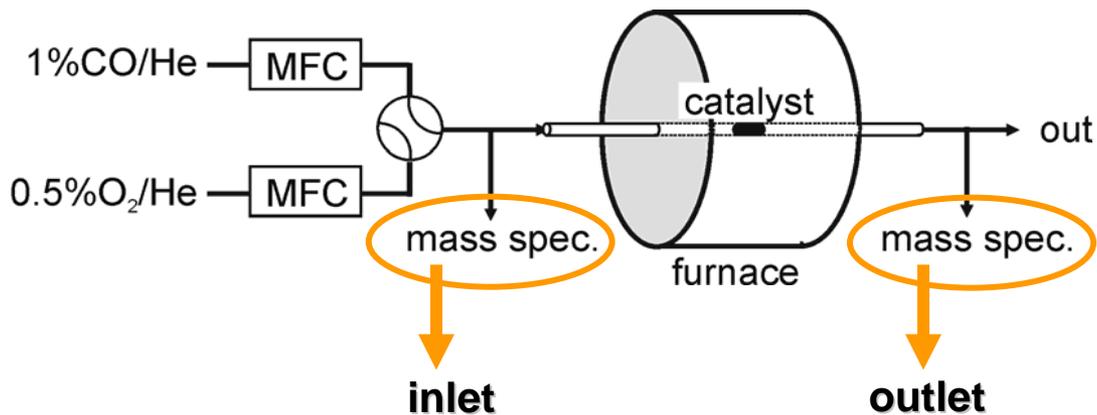


1wt%Pt/CeO<sub>2</sub>-ZrO<sub>2</sub>





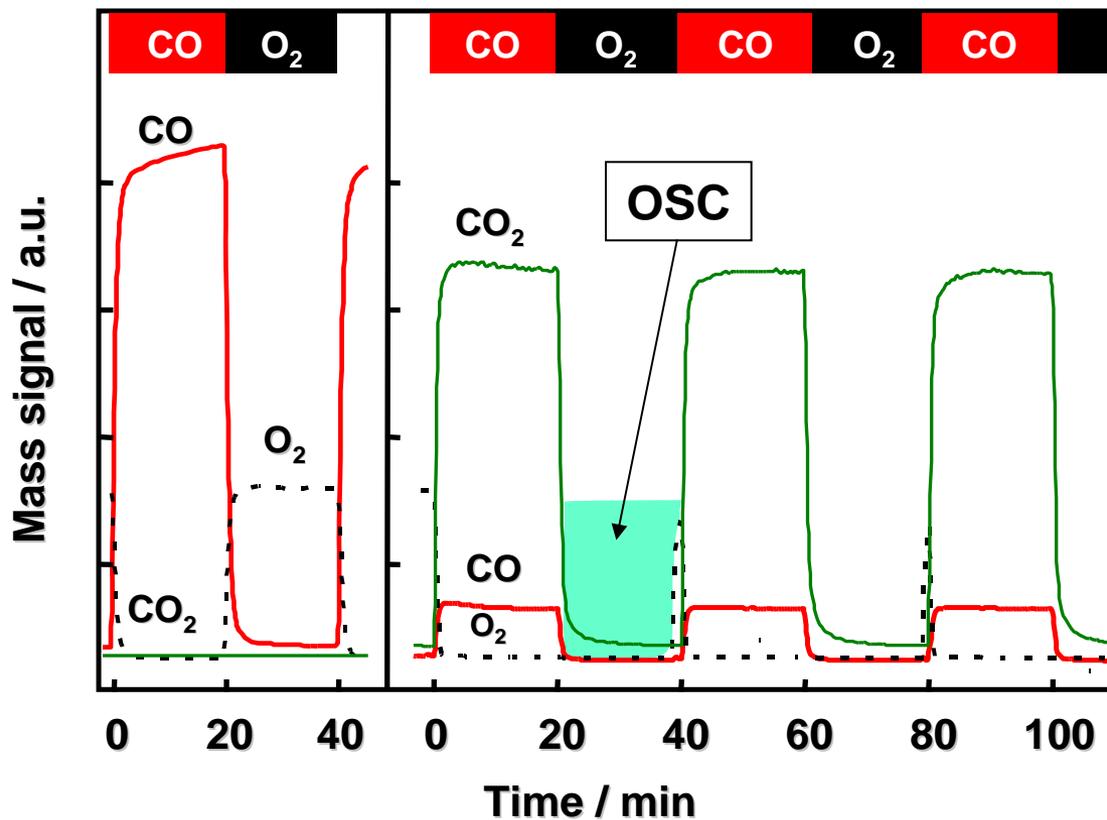
# CO/O<sub>2</sub> サイクル反応

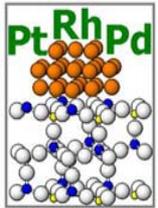


1wt% Pd/Pr<sub>2</sub>O<sub>2</sub>SO<sub>4</sub>

W/F:  $4 \times 10^{-3}$  g min/cm<sup>3</sup>

Temp.: 700 C



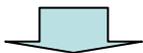


# 貴金属ミニマム化の二律背反問題

単位質量あたりの触媒活性の向上



高分散化(微粒子化)



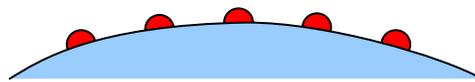
表面エネルギー増大 = 粒成長の駆動力



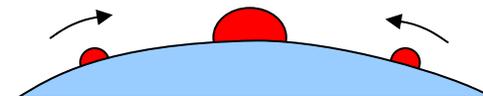
熱安定性低下(劣化)



高温耐久性の向上  
(長寿命)

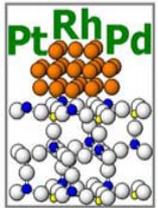


粒子移動

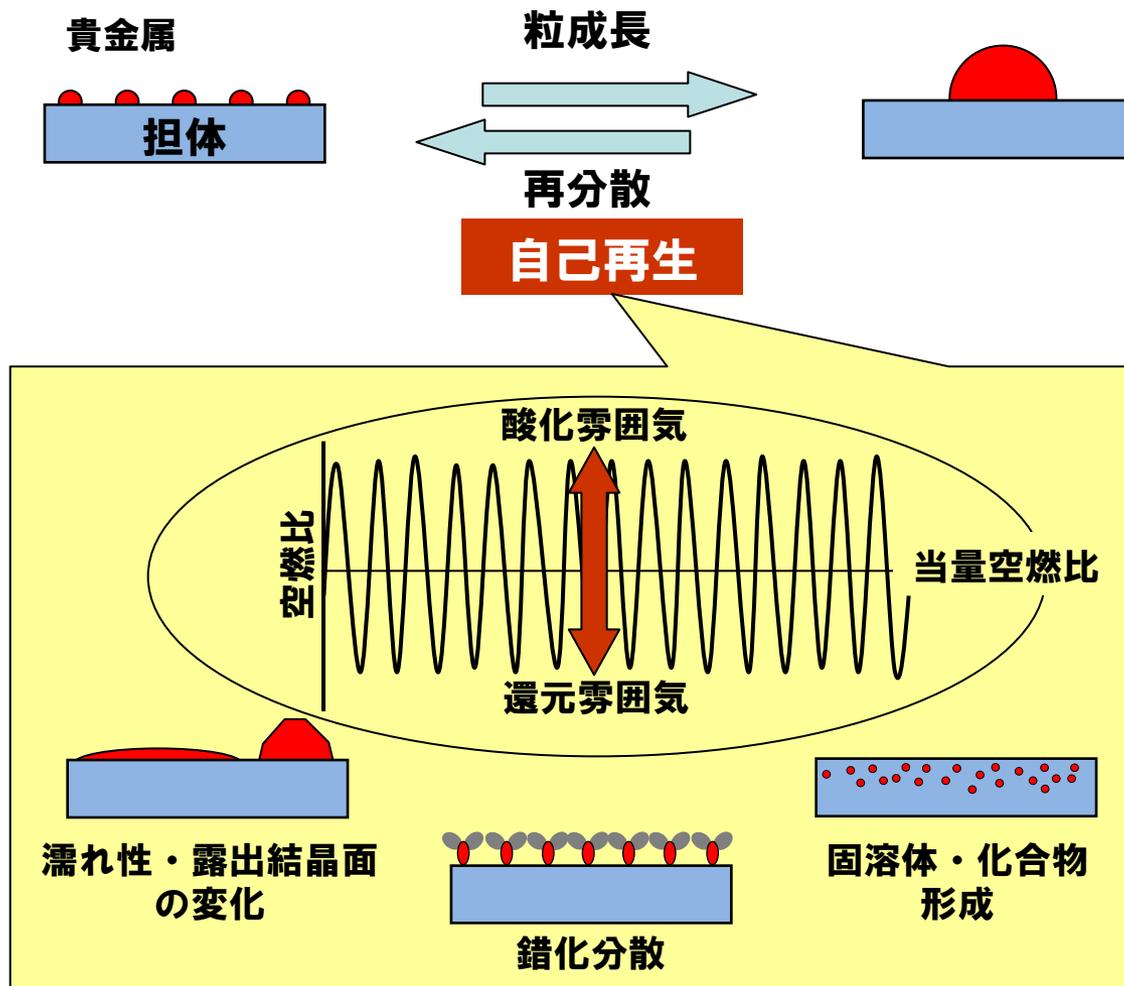


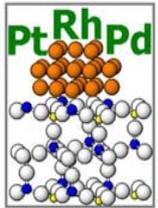
原子移動





# 貴金属／担体相互作用による自己再生



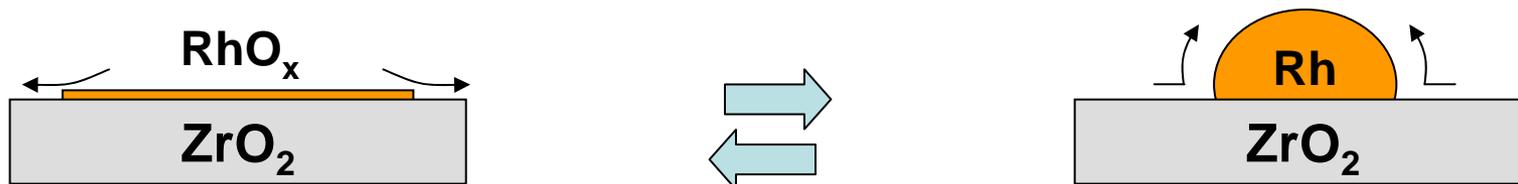
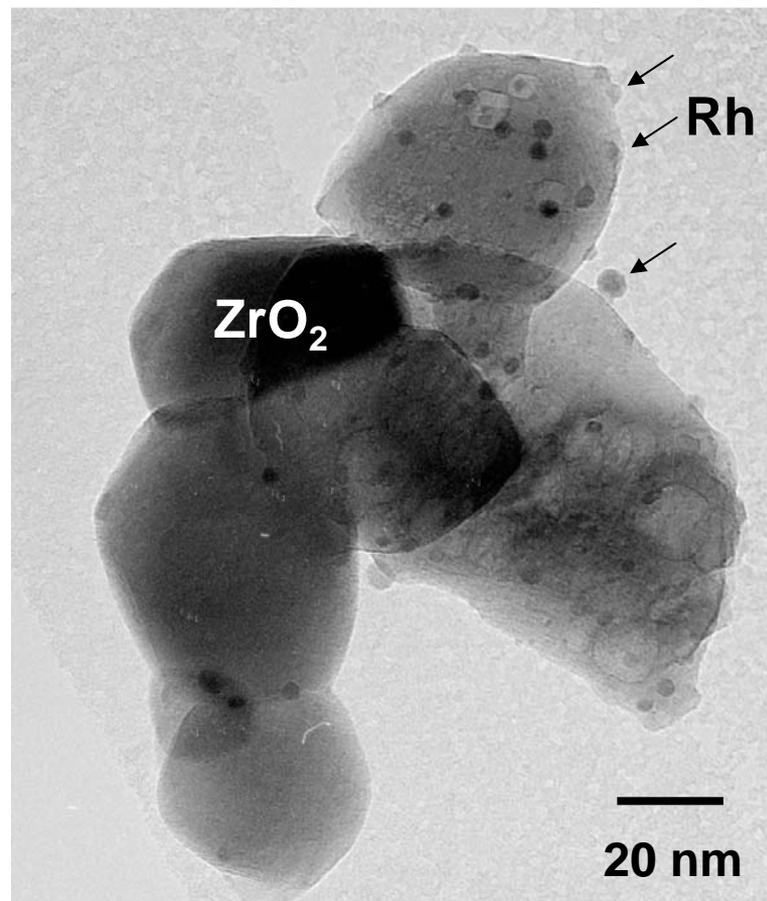
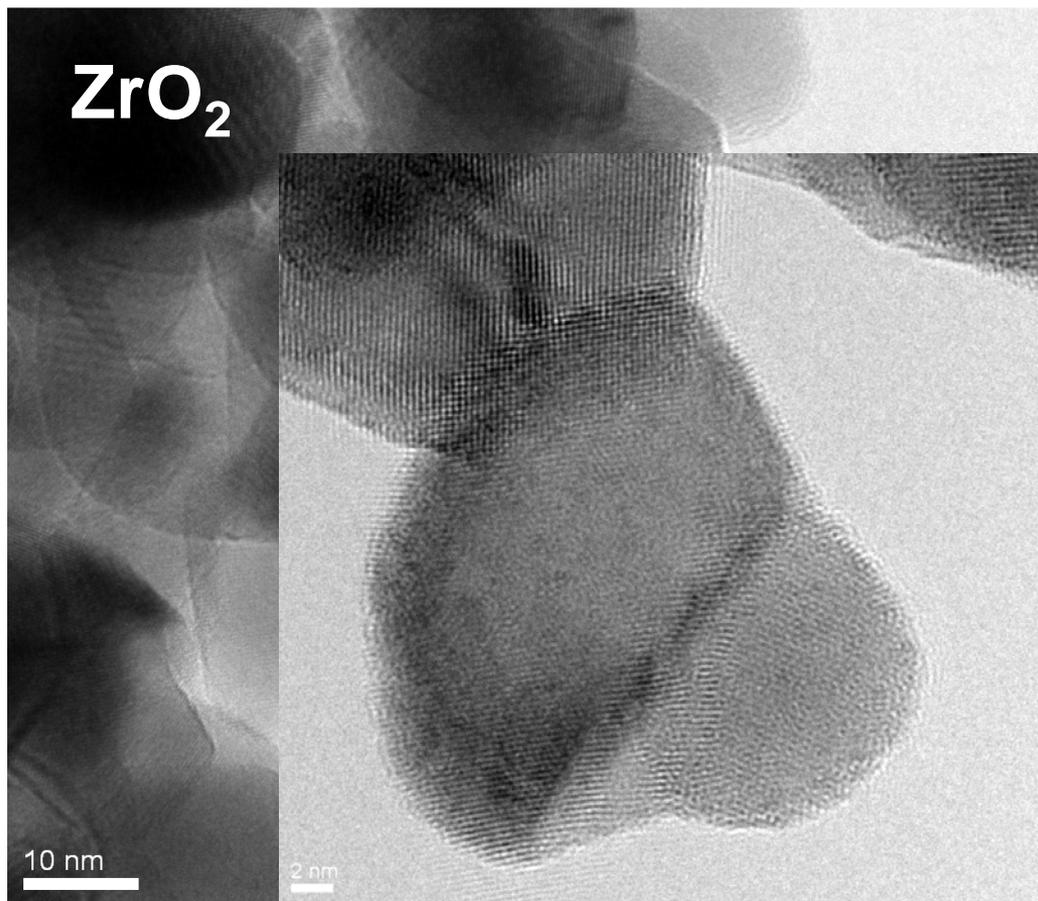


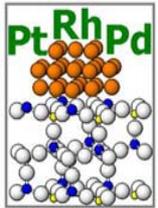
# 酸化物担体上のRhの形態変化

0.4 wt% Rh/ZrO<sub>2</sub>

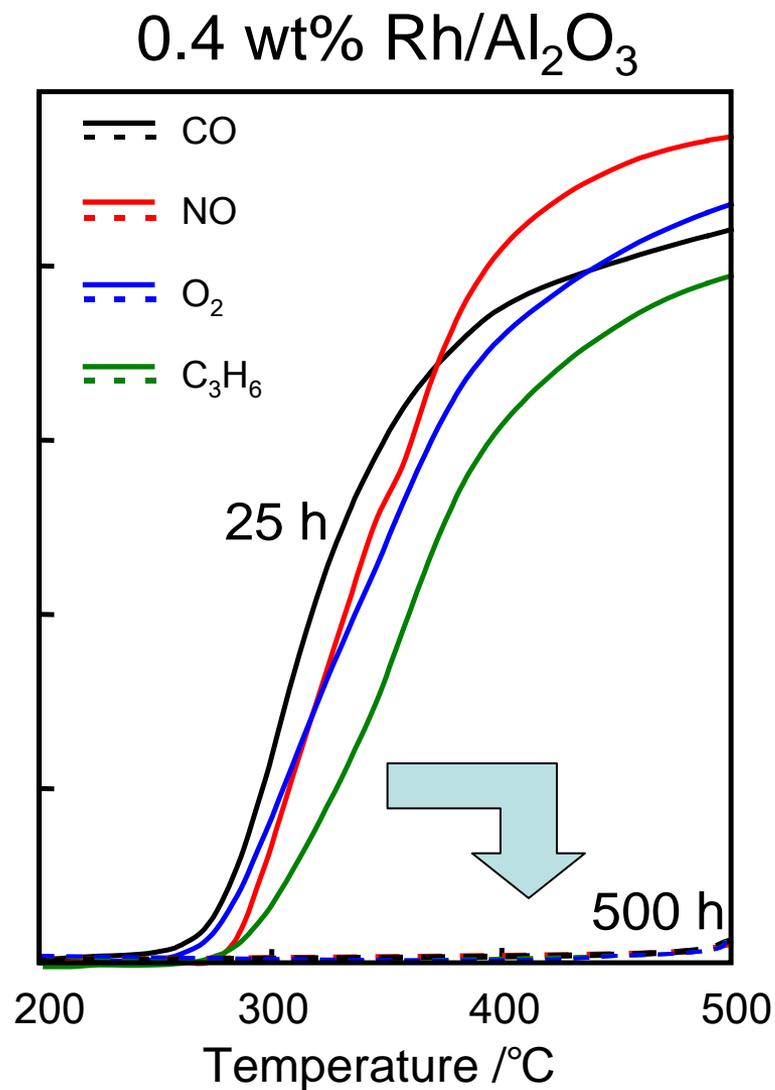
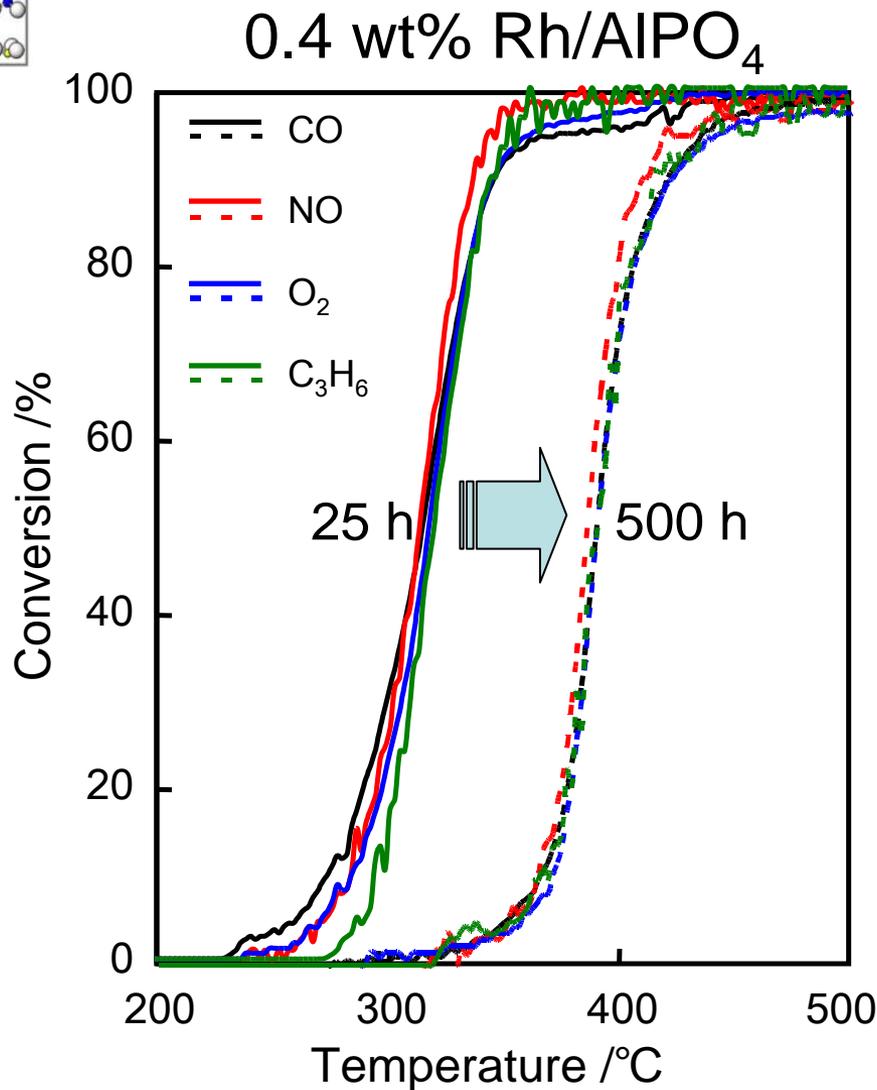
air-aged

H<sub>2</sub>/He-aged



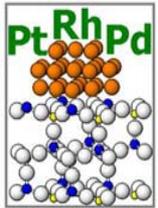


# 熱処理 (H<sub>2</sub>O/air, 900°C, 500h) による活性変化



前処理: 10% H<sub>2</sub>O/air at 900 °C, 25 h or 500 h

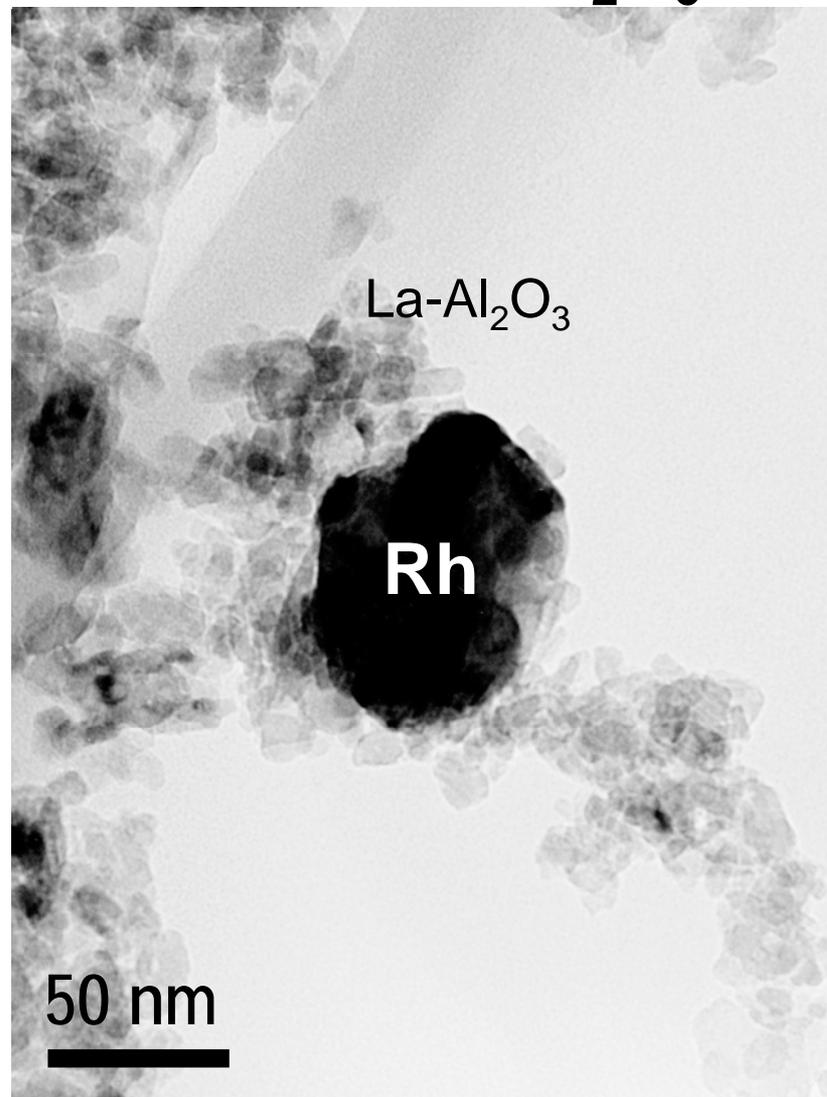
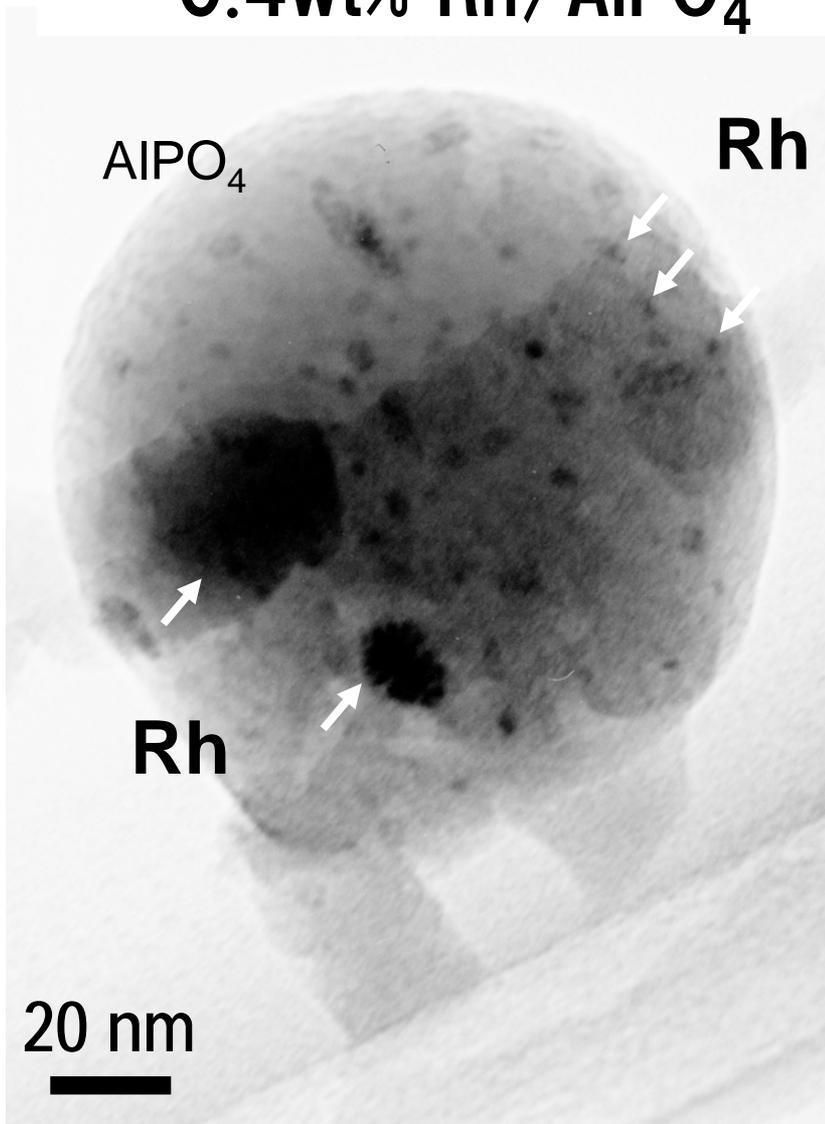
反応条件: 0.05% NO, 0.51% CO, 0.039% C<sub>3</sub>H<sub>6</sub>, 0.4% O<sub>2</sub>/He (A/F=14.6),  
W/F=5.0×10<sup>-4</sup> g·min·cm<sup>-3</sup>, 10 °Cmin<sup>-1</sup>

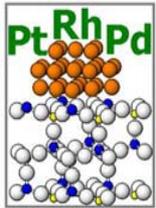


# 熱処理 ( $\text{H}_2\text{O}/\text{air}$ , $900^\circ\text{C}$ , 500h) による構造変化

0.4wt% Rh/ $\text{AlPO}_4$

0.4wt% Rh/ $\text{Al}_2\text{O}_3$





# まとめ

## 自動車触媒の元素戦略

### 排気浄化機能

NOx、CO、HC浄化

高SV対応 ( $>1 \times 10^5 \text{ h}^{-1}$ )

高温耐熱性 ( $\sim 1000^\circ\text{C}$ )

低温light-off活性

酸化還元変動雰囲気

### 耐久性・信頼性保証

長期浄化性能維持 20万km以上

P・S被毒耐性

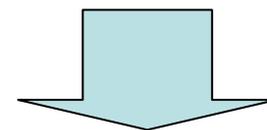
高温下での振動や急激な温度変化



高活性

長期耐久性

毒性なし



使用量を**徹底的に削減**  
した上で有効利用

**貴金属ミニマム化**  
**触媒物質設計**

+

**リサイクル技術**