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(54) **QUENCH CAR SYSTEM FOR IMPROVING QUENCHED COKE RECOVERY**

LÖSCHWAGENSYSTEM ZUR VERBESSERUNG DER GEWINNUNG VON ABGELÖSCHTEM KOKS
SYSTÈME DE CHARIOT D'EXTINCTION POUR AMÉLIORER LA RÉCUPÉRATION DE COKE
REFROIDI

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Description**TECHNICAL FIELD**

[0001] The present technology is generally directed to systems for improving quenched coke recovery. More specifically, some embodiments are directed to systems utilizing one or more of a screen, barrier, or reflector panel to contain coke during or after quenching.

BACKGROUND

[0002] Quenching is an important step in many types of mineral processing, including coke processing. During quenching, a quench tower releases a large amount of water onto heated coke in a quench car in order to quickly cool the coke. The pre-quench coke is extremely hot, sometimes having a temperature greater than 2,000 degrees Fahrenheit (1093 degrees Celsius). Once the coke is cooled, it can be handled on transfer belts and be screened and sent to the customer.

[0003] Traditionally, a large amount of coke is lost in the quenching process. More specifically, the combination of the force of the quench spray and the expansion of the quench water as it forms steam causes some of the coke to pop or fly out of the top and upper side edges of the quench car. This coke then falls by the wayside or is passed into a collecting water pit. To recover this coke, the water pit must be dredged, a costly and time-consuming process. The coke recovered from the pit is high in moisture and requires drying and sieving to reclaim, as the coke must have a relatively low moisture content to be useful to many customers. Therefore, there exists a need to improve coke recovery during the quench process.

[0004] EP 0 319 708 A2 discloses a coke quenching vessel with a double-walled bottom and side design.

[0005] CN 202 415 446 U discloses a coke shielding cover of a quenching tower.

BRIEF DESCRIPTION OF THE DRAWINGS**[0006]**

Figure 1 is an isometric, partial cut-away view of a quench car that is entering a quench tower.

Figure 2A is an isometric view of a quench car that has side containment plates for channeling quenched coke onto a quench wharf.

Figure 2B is an isometric, partial cut-away view of a quench car having a tailgate containment plate configured in accordance with embodiments of the technology.

Figure 3 is a partially schematic illustration of a quench car positioned in a quench tower that has

coke retaining features not according to the present invention.

Figure 4 is a partially schematic illustration of a quench car positioned in a quench tower that has coke retaining features not according to the present invention.

Figure 5 is a front view of a quench car having coke retaining features not according to the present invention.

DETAILED DESCRIPTION

[0007] The present technology is generally directed to systems for improving quenched coke recovery. More specifically, some embodiments are directed to systems utilizing one or more of a screen, barrier, or reflector panel to contain coke during or after quenching.

[0008] The invention relates to a quench car system for containing coke prepared for quenching at a quenching site as defined in claims 1-12.

[0009] Specific details are described below with reference to Figures 1-5. Other details describing well-known structures and systems often associated with coal processing and/or quenching have not been set forth in the following disclosure to avoid unnecessarily obscuring the description of the various embodiments of the technology. Many of the details, dimensions, angles, and other features shown in the Figures are merely illustrative of particular embodiments of the technology. Accordingly, other embodiments can have other details, dimensions, angles, and features without departing from the spirit or scope of the present technology. A person of ordinary skill in the art, therefore, will accordingly understand that the technology may have other embodiments with additional elements, or the technology may have other embodiments without several of the features shown and described below with reference to Figures 1-5.

[0010] Figure 1 is an isometric, partial cut-away view of a quench car 100 that is entering a quench tower 104. The quench car 100 includes a plurality of sidewalls 102 arranged to enclose or at least partially surround a space configured to contain coke in a coke processing system. In further embodiments, the quench car 100 can be used in other mineral processing systems. While the car 100 is described herein as a "quench" car, not according to the present invention, it can comprise a "hot" car configured to receive coke from a coke oven, a quench train, a coke-moving car, a combined hot/quench car, or other container.

[0011] The quench car 100 includes a permeable deflection barrier 106 having a top portion 108 and one or more sidewall portions 110. In some embodiments, the barrier 106 comprises only one of a top portion 108 or sidewall portion 110 (not according to the invention), or extends across only a portion of the top of the quench car 100. In various embodiments, the top portion 108 is

integral with the sidewall portions 110 or can be detachably coupled to the sidewall portions 110 or to the sidewalls 102. While the barrier sidewall portion 110 is illustrated as occupying only an upper portion of the sidewalls 102, in further embodiments more or less of the sidewalls 102 can comprise the permeable barrier. For example, including apertures or a permeable barrier on a lower portion of the sidewalls 102 can allow quench water to exit the car 100 after the quench and prevent the coke from sitting in quench fluid.

[0012] The permeable barrier 106 is removably coupled to the quench car 100. For example, as will be discussed in further detail below, in embodiments not according to the invention, the barrier 106 can be held above the car 100 by the quench tower 104 or other structure. In embodiments where the permeable barrier 106 is removably coupled to the quench car 100, the permeable barrier can be latched, friction fit, draped over, or held by cords, chains, hinges, or hooks to the car 100. For example, the barrier 106 can be coupled to the car 100 (e.g., to a sidewall 102) with a hinge or similar device and can open like an automobile hood. In some embodiments, the barrier 106 can have a lock or latch to fix the barrier 106 in a closed or open configuration. In some embodiments, the permeable barrier 106 can lift or otherwise be moved during car loading or unloading. In further embodiments, other attachment mechanisms can be used. The barrier 106 can be angled or generally horizontal. In some embodiments not according to the invention, the car 100 can include quench spray nozzles under the barrier 106 that can provide all or a portion of the quench fluid.

[0013] The permeable barrier 106 can comprise one or more of a screen, curtain, mesh, or other structure configured to contain coke during the quench process while allowing quench fluid to pass therethrough and reach the contained coke. In particular embodiments, the permeable barrier 106 comprises a screen having apertures therein. In some embodiments, the apertures have a diameter of approximately 0.25 inch (6.35 millimetre) to about 0.75 inch (19.05 millimetre). In another particular embodiment, the apertures have dimensions of about 1.6 inch (40.64 millimetre) by about 0.56 inch (14.22 millimetre). In still further embodiments, different portions of the barrier 106 can have different size apertures. For example, in some embodiments, one sidewall portion 110 can have larger apertures than an opposing sidewall portion 110. In another embodiment, an aperture pattern on the barrier 106 can match or complement a nozzle pattern in the quench tower 104.

[0014] According to the invention, the barrier 106 has larger apertures on regions of the top portion 108 that are positioned under nozzles in the quench tower 104. These larger apertures can better receive quench water. In still further embodiments, apertures are exclusively placed under quench tower nozzles. In other embodiments, other aperture patterns are used to optimize quench water distribution in the quench car 100. Further,

the apertures can have different shapes in different embodiments of the technology.

[0015] In some embodiments, the barrier 106 comprises stainless steel, high-carbon steel, AR400-AR500 steel, or other suitable material that can withstand the temperature and humidity conditions of the quench process. In a particular embodiment, a chain-link-fence type of material can be used as a barrier 106. In another embodiment, steel chains can be used. The barrier 106 can be flexible or rigid.

[0016] In some embodiments, the quench car 100 includes a deflection or containment plate 112 coupled to the sidewall 102. In various embodiments, as will be described in further detail below, one or more containment plates 112 can be coupled to other sidewalls, quench car gates, the barrier 106, or the base of the quench car 100. In particular embodiments, the containment plate 112 can be positioned at a junction or corner between two sidewalls or between a sidewall and a top or base portion of the car 100. The containment plate 112 can overlap at least a portion of a sidewall 102 or car base.

[0017] The containment plate 112 can have different shapes in various embodiments of the technology. For example, the containment plate 112 can be shaped as a rectangle, circle, triangle, or other shape. The containment plate 112 can be curved or otherwise shaped to complement the shape of the quench car 100 or can be shaped to achieve a funneling or confining effect on the coke during processing. For example, as will be described in further detail below with reference to Figure 2, the containment plate 112 shown in Figure 1 is shaped as a fin extending along an edge of the sidewall 102. In some embodiments, the containment plate 112 can fit against the car 100 tightly enough to contain coke while allowing used quench water to pass out of the car 100 to prevent the contained coke from sitting in water. The containment plate 112 can be on an internal or external surface of the quench car 100, or it can extend from an internal to an external portion. The containment plate 112 can be a solid surface or can have apertures therein.

[0018] In operation, the barrier 106 can serve to contain coke and/or reflect "popping" coke back into the quench car 100 during quenching. More specifically, the barrier 106 can be sufficiently permeable to allow quench fluid to pass through and reach the coke while having small enough apertures to prohibit coke from jumping or popping from the car 100. The barrier 106 further allows quench steam to escape the car. The barrier sidewall portions 110 can further allow a cross-breeze to flow over the cooling coke.

[0019] Figure 2A is an isometric view of a quench car 200 having side containment plates 212 configured to channel quenched coke onto a quench wharf 220 after the coke has been quenched in a quench tower 204. As described above with reference to Figure 1, the quench car 200 can have containment plates 212 coupled to a sidewall 202 of the car 200. In the illustrated embodiment, the sidewall 202 functions as a dump gate; when the car

200 is tilted toward the wharf and the sidewall gate 202 is open, the quenched coke is funneled by the containment plates 212 onto the wharf 220 to reduce side spillage. In further embodiments, the containment plates 212 can serve to contain the coke during quenching or can prevent the coke from spilling out of the car 200 at junction points (i.e., the junction between two adjacent sidewalls or a sidewall and the base of the car 200).

[0020] Figure 2B is an isometric partial cut-away view of a quench car 250 having a tailgate containment plate 262 configured in accordance with embodiments of the technology. The tailgate containment plate 262 functions generally in the manner of the containment plates 212 described above with reference to Figure 2A. More specifically, the tailgate containment plate 262 can bridge space between a base 264 of the car 250 and a sidewall gate 252. In several embodiments, the tailgate containment plate 262 is inclined relative to the base 264 of the car 250 and the sidewall gate 252. When the gate 252 is open, the tailgate containment plate 262 can prevent coke from falling between an opening between the base 264 and the gate 252. The tailgate containment plate 262 can further inhibit coke from building up at this junction and preventing the gate 252 from opening and closing. In several embodiments, the tailgate containment plate 262 is movable relative to the sidewall gate 252 and/or the base 264 such that the tailgate containment plate 262 assumes different positions depending on whether the sidewall gate 252 is open or closed.

[0021] Figure 2B also illustrates that the gate 252 can have a solid lower portion and a permeable upper portion. In further embodiments, the gate 252 can be fully solid or fully permeable, or the lower portion can be permeable and the upper portion can be solid. In still further embodiments, the gate 252 can comprise multiple, separate portions (e.g., an upper portion and a lower portion) that can move independently of each other. In still further embodiments, the upper portion can be fixed (e.g., fixed to the car sidewalls) and the lower portion can be movable (i.e., open and close on a hinge) relative to the fixed upper portion. The upper and lower portions can be any combination of permeable and impermeable surfaces. In embodiments where at least a portion of the gate 252 is solid, the solid portion can help contain or channel quench steam. In some embodiments, the gate 252 joins or can be sealed against a top portion (e.g., the top portion 108 shown in Figure 1) when the gate 252 is in a closed configuration.

[0022] Figure 3 is a partially schematic illustration of a quench car 300 positioned in a quench tower 304 that has coke retaining features not according to the present invention. The quench tower 304 can be a byproduct quench tower, heat recovery quench tower, or any other similar system. The quench tower 304 includes a barrier 306 coupled thereto. The barrier 306 can be attached to any portion of the quench tower 304 framework and in various embodiments can be positioned above or below an array 370 of quench nozzles. In embodiments where

the barrier 306 is below the nozzle array 370, the barrier 306 can be permeable to allow quench fluid to flow through. In embodiments where the barrier 306 is coplanar or above the nozzle array 370, the barrier 306 can be permeable or impermeable. In any of these embodiments, the barrier 306 can serve to reflect or contain coke in the quench car 300 in the manner described above with reference to Figure 1. In still further embodiments, as discussed above with reference to Figure 1, the nozzle array 370 and barrier 306 can be positioned on the quench car 300 (either in addition to or lieu of placement on the tower 304).

[0023] In several embodiments, the barrier 306 can further comprise one or more sidewall portions 372 that extend downward from the generally horizontal plane. In further embodiments, the barrier 306 exclusively has sidewall portions 372 and not an upper portion. The sidewall portions 372 can be rigid or flexible curtains and can channel coke that flies during the quench process back into the quench car 300. In various embodiments, the sidewall portions 372 can comprise numerous generally adjacent panels/chains or a single continuous panel. In still further embodiments, the sidewall portions 372 can be positioned on a track, rod, or other similar system to extend along or around the quench car 300 and then move away from the car 300 when not in use. In various embodiments, the barrier 306 or sidewall portions 372 are permanent in their placement relative to the quench tower 304 or can be retracted upward into the quench tower 304 and drop downward over the car 300. In other embodiments, the barrier 306 can be dropped over the car 300 and/or retracted upward outside of the quench tower 304 by a crane or other lifting/dropping device. In further embodiments, the barrier 306 can detach from the quench tower 304. In some embodiments, a bottom portion of the sidewall portions 372 can be positioned in the interior portion of the car 300, such that any coke that hits the sidewall portions 372 will slide back into the car 300. In further embodiments, a bottom portion of the sidewall portions 372 is exterior of the car 300.

[0024] Figure 4 is a partially schematic illustration of a quench car 400 positioned in a quench tower 404 having coke reclaim plates 472 not according to the present invention. In the illustrated embodiment, the reclaim plates 472 extend downward and slope laterally inward toward the quench car 400. In other embodiments, the reclaim plates 472 can have different angles either more or less directed inward toward the car 400. The reclaim plates 472 can channel coke that flies during the quench process back into the quench car 400 to increase coke recovery and reduce build-up at the base of the quench tower 404. In further embodiments, the reclaim plates 472 are coupled to the car 400 instead of or in addition to being coupled to the quench tower 404. Further, in some embodiments, the reclaim plates 472 can be movable to adjust their angle with reference to the quench tower 404. This adjustability can be useful to vary the coke diversion characteristics of the reclaim plates 472

or to accommodate different sizes of quench cars 400 or movement of the car 400 with reference to the quench tower 404 (e.g., the reclaim plates 472 can fold away while the car 400 is driving into or out of the quench tower 404). While the illustrated embodiment shows the reclaim plates 472 below a nozzle array 470, in further embodiments the reclaim plates 472 are above or coplanar with the nozzle array 470.

[0025] Figure 5 is a front view of a quench car 500 having containment plates 572 not according to the present invention. The containment plates 572 can extend upward from sidewalls 502 of the car 500 and reflect coke back into the car 500 during the quench process. The containment plates 572 can comprise any permeable or impermeable material, or a combination of these materials. For example, in a particular embodiment, a portion of the containment plates 572 closest to the sidewalls 502 is solid and impermeable while a portion of the containment plates 572 that extends farthest into the center of the car 500 is permeable. All or only some of the sidewalls 502 may include containment plates 572. For example, in some embodiments, only two opposing sidewalls 502 have containment plates thereon. In particular embodiments, the containment plates 572 are on one or more drain or dump gates on the car 500.

[0026] While the sidewalls 502 can be generally orthogonal to the base of the car 500, the containment plates 572 can be angled inward at angle θ such that flying coke hits the bottom of the containment plates 572 and deflects downward. The angle θ can vary in alternate embodiments of the technology or can be adjustable (e.g., the containment plates 572 can be on hinges). In particular embodiments, the angle θ can be from about 10 degrees to about 90 degrees relative to a vertical plane. The containment plates 572 can reduce coke breeze from moving downstream or clogging process flow. In some embodiments, the car 500 can further include a top portion, such as the top portion 108 described above with reference to Figure 1, that extends between sidewalls 502 (e.g., between the containment plates 572). The containment plates 572 can be used alone or in conjunction with any of the top portions (solid or permeable) described above.

[0027] From the foregoing it will be appreciated that, although specific embodiments of the technology have been described herein for purposes of illustration, various modifications may be made without deviating from the scope of the technology. Further, certain aspects of the new technology described in the context of particular embodiments may be combined or eliminated in other embodiments. Moreover, while advantages associated with certain embodiments of the technology have been described in the context of those embodiments, other embodiments may also exhibit such advantages, and not all embodiments need necessarily exhibit such advantages to fall within the scope of the technology. Accordingly, the disclosure and associated technology can encompass other embodiments not expressly shown or de-

scribed herein. Thus, the disclosure is not limited except as by the appended claims.

5 Claims

1. A quench car system for containing coke prepared for quenching at a quenching site, the quench car (100) system comprising:

a quench car (100) having a base and a plurality of sidewalls (102) defining an opening, the quench car (100) having a top; and
a permeable barrier (106) removably coupled to the quench car (100) covering at least a portion of the top of the quench car (100), the permeable barrier (106) having a plurality of apertures therethrough,

characterised in that the quench car system further comprises a quench tower (104) having a nozzle positioned above the quench car (100), wherein an individual aperture of the permeable barrier (106) positioned under the nozzle is generally vertically aligned with the nozzle and has a diameter larger than a diameter of another individual aperture of the permeable barrier (106).

2. The quench car system of claim 1 wherein the permeable barrier (106) extends across the top of the quench car (100) and at least one sidewall.
3. The quench car system of claim 1 wherein the individual apertures have a diameter from 0.25 inch (6.35 millimetre) to 0.75 inch (19.05 millimetre).
4. The quench car system of claim 1 wherein the quench car (100) further comprises a containment plate (112) coupled to one or more sidewalls (102) and configured to contain or funnel coke or quench water.
5. The quench car system of claim 4 wherein an individual sidewall comprises a movable gate, and wherein the containment plate (112) extends along the gate and is movable between a first position when the gate is open and a second position when the gate is closed.
6. The quench car system of claim 4 wherein two sidewalls (102) meet at a corner, and wherein the containment plate (112) is positioned adjacent to the corner and overlaps at least one of the sidewalls (102).
7. The quench car system of claim 1 wherein the permeable barrier (106) comprises stainless steel.
8. The quench car system of claim 1 wherein the per-

meable barrier (106) is spaced apart from the top of the quench car (100).

9. The quench car system of any preceding claim, wherein the plurality of sidewalls (102) extend generally orthogonally upward from the base and surround a central region configured to contain coke, wherein the individual sidewalls (102) comprise a lower portion adjacent to the base and an upper portion opposite the lower portion, and wherein the upper portion of at least one sidewall is angled laterally inward toward the central region.
10. The coke quench car (100) of claim 9 wherein the upper portion comprises a solid barrier.
11. The coke quench car (100) of claim 9 wherein the upper portion is angled inward at an angle from 10 degrees to 90 degrees relative to a vertical plane.
12. The coke quench car (100) of claim 9 wherein the upper portions of two opposing sidewalls (102) are angled laterally inward toward the central region.

Patentansprüche

1. Löschwagensystem zum Enthalten von Koks, der zum Löschen an einer Löschstelle vorbereitet ist, wobei das Löschwagensystem (100) Folgendes umfasst:

einen Löschwagen (100) mit einer Basis und einer Mehrzahl von Seitenwänden (102), die eine Öffnung definieren, wobei der Löschwagen (100) eine Oberseite aufweist; und eine permeable Barriere (106), die abnehmbar mit dem Löschwagen (100) gekoppelt ist und mindestens einen Abschnitt der Oberseite des Löschwagens (100) abdeckt, wobei die permeable Barriere (106) eine Mehrzahl von Öffnungen durch sie hindurch aufweist,

dadurch gekennzeichnet, dass das Löschwagensystem ferner einen Löschurm (104) mit einer oberhalb des Löschwagens (100) angeordneten Düse umfasst, wobei eine einzelne Öffnung der unter der Düse angeordneten permeablen Barriere (106) im Allgemeinen vertikal mit der Düse ausgerichtet ist und einen Durchmesser aufweist, der größer ist als ein Durchmesser einer anderen einzelnen Öffnung der permeablen Barriere (106).

2. Löschwagensystem nach Anspruch 1, wobei sich die permeable Barriere (106) über die Oberseite des Löschwagens (100) und mindestens eine Seitenwand erstreckt.

3. Löschwagensystem nach Anspruch 1, wobei die einzelnen Öffnungen einen Durchmesser von 0,25 Zoll (6,35 Millimeter) bis 0,75 Zoll (19,05 Millimeter) aufweisen.

4. Löschwagensystem nach Anspruch 1, wobei der Löschwagen (100) ferner eine Eindämmplatte (112) umfasst, die mit einer oder mehreren Seitenwänden (102) gekoppelt und konfiguriert ist, um Koks oder Löschwasser zu enthalten oder einzutrichern.

5. Löschwagensystem nach Anspruch 4, wobei eine einzelne Seitenwand ein bewegliches Tor umfasst, und wobei sich die Eindämmplatte (112) entlang des Tores erstreckt und zwischen einer ersten Position, wenn das Tor geöffnet ist, und einer zweiten Position, wenn das Tor geschlossen ist, beweglich ist.

6. Löschwagensystem nach Anspruch 4, wobei sich zwei Seitenwände (102) an einer Ecke treffen, und wobei die Eindämmplatte (112) angrenzend an die Ecke positioniert ist und mindestens eine der Seitenwände (102) überlappt.

7. Löschwagensystem nach Anspruch 1, wobei die permeable Barriere (106) Edelstahl umfasst.

8. Löschwagensystem nach Anspruch 1, wobei die permeable Barriere (106) von der Oberseite des Löschwagens (100) beabstandet ist.

9. Löschwagensystem nach einem vorangehenden Anspruchs, wobei sich die Mehrzahl von Seitenwänden (102) im Allgemeinen orthogonal nach oben von der Basis erstreckt und einen mittleren Bereich umgeben, der konfiguriert ist, um Koks zu enthalten, wobei die einzelnen Seitenwände (102) einen unteren Abschnitt angrenzend an die Basis und einen oberen Abschnitt gegenüber dem unteren Abschnitt umfassen, und wobei der obere Abschnitt von mindestens einer Seitenwand seitlich nach innen in Richtung des zentralen Bereichs abgewinkelt ist.

10. Kokslöschwagen (100) nach Anspruch 9, wobei der obere Abschnitt eine feste Barriere umfasst.

11. Kokslöschwagen (100) nach Anspruch 9, wobei der obere Abschnitt in einem Winkel von 10 Grad bis 90 Grad relativ zu einer vertikalen Ebene nach innen abgewinkelt ist.

12. Kokslöschwagen (100) nach Anspruch 9, wobei die oberen Abschnitte von zwei gegenüberliegenden Seitenwänden (102) seitlich nach innen zum zentralen Bereich abgewinkelt sind.

Revendications

1. Système de wagonnet de refroidissement pour contenir du coke préparé pour le refroidissement au niveau d'un site de refroidissement, le système de wagonnet de refroidissement (100) comprenant :
 - un wagonnet de refroidissement (100) ayant une base et une pluralité de parois latérales (102) définissant une ouverture, le wagonnet de refroidissement (100) ayant une partie de dessus ; et
 - une barrière perméable (106) couplée de manière amovible au wagonnet de refroidissement (100) couvrant au moins une partie de la partie de dessus du wagonnet de refroidissement (100), la barrière perméable (106) ayant une pluralité d'orifices traversants,
 - caractérisé en ce que** le système de wagonnet de refroidissement comprend en outre une tour de refroidissement (104) ayant une buse positionnée au-dessus du wagonnet de refroidissement (100), où un orifice individuel de la barrière perméable (106) positionné sous la buse est globalement aligné verticalement avec la buse et a un diamètre supérieur à un diamètre d'un autre orifice individuel de la barrière perméable (106).
2. Système de wagonnet de refroidissement de la revendication 1, dans lequel la barrière perméable (106) s'étend sur la partie de dessus du wagonnet de refroidissement (100) et au moins une paroi latérale.
3. Système de wagonnet de refroidissement de la revendication 1, dans lequel orifices individuels ont un diamètre compris entre 0,25 pouce (6,35 millimètres) et 0,75 pouce (19,05 millimètres).
4. Système de wagonnet de refroidissement de la revendication 1, dans lequel le wagonnet de refroidissement (100) comprend en outre une plaque de confinement (112) couplée à une ou plusieurs paroi(s) latérale(s) (102) et configurée pour contenir ou canaliser le coke ou l'eau de refroidissement.
5. Système de wagonnet de refroidissement de la revendication 4, dans lequel une paroi latérale individuelle comprend une porte mobile, et où la plaque de confinement (112) s'étend le long de la porte et est mobile entre une première position lorsque la porte est ouverte et une deuxième position lorsque la porte est fermée.
6. Système de wagonnet de refroidissement de la revendication 4, dans lequel deux parois latérales (102) se rencontrent au niveau d'un coin, et où la plaque de confinement (112) est positionnée de manière adjacente au coin et chevauche au moins l'une des parois latérales (102).
7. Système de wagonnet de refroidissement de la revendication 1, dans lequel la barrière perméable (106) comprend de l'acier inoxydable.
8. Système de wagonnet de refroidissement de la revendication 1, dans lequel la barrière perméable (106) est écartée de la partie de dessus du wagonnet de refroidissement (100) .
9. Système de wagonnet de refroidissement de l'une des revendications précédentes, dans lequel la pluralité de parois latérales (102) s'étendent globalement orthogonalement vers le haut depuis la base et entourent une région centrale configurée pour contenir le coke, où les parois latérales individuelles (102) comprennent une partie inférieure adjacente à la base et une partie supérieure opposée à la partie inférieure, et où la partie supérieure d'au moins une paroi latérale est inclinée latéralement vers l'intérieur en direction de la région centrale.
10. Wagonnet de refroidissement de coke (100) de la revendication 9, dans lequel la partie supérieure comprend une barrière solide.
11. Wagonnet de refroidissement de coke (100) de la revendication 9, dans lequel la partie supérieure est inclinée vers l'intérieur selon un angle allant de 10 degrés à 90 degrés par rapport à un plan vertical.
12. Wagonnet de refroidissement de coke (100) de la revendication 9, dans lequel les parties supérieures de deux parois latérales opposées (102) sont inclinées latéralement vers l'intérieur en direction de la région centrale.

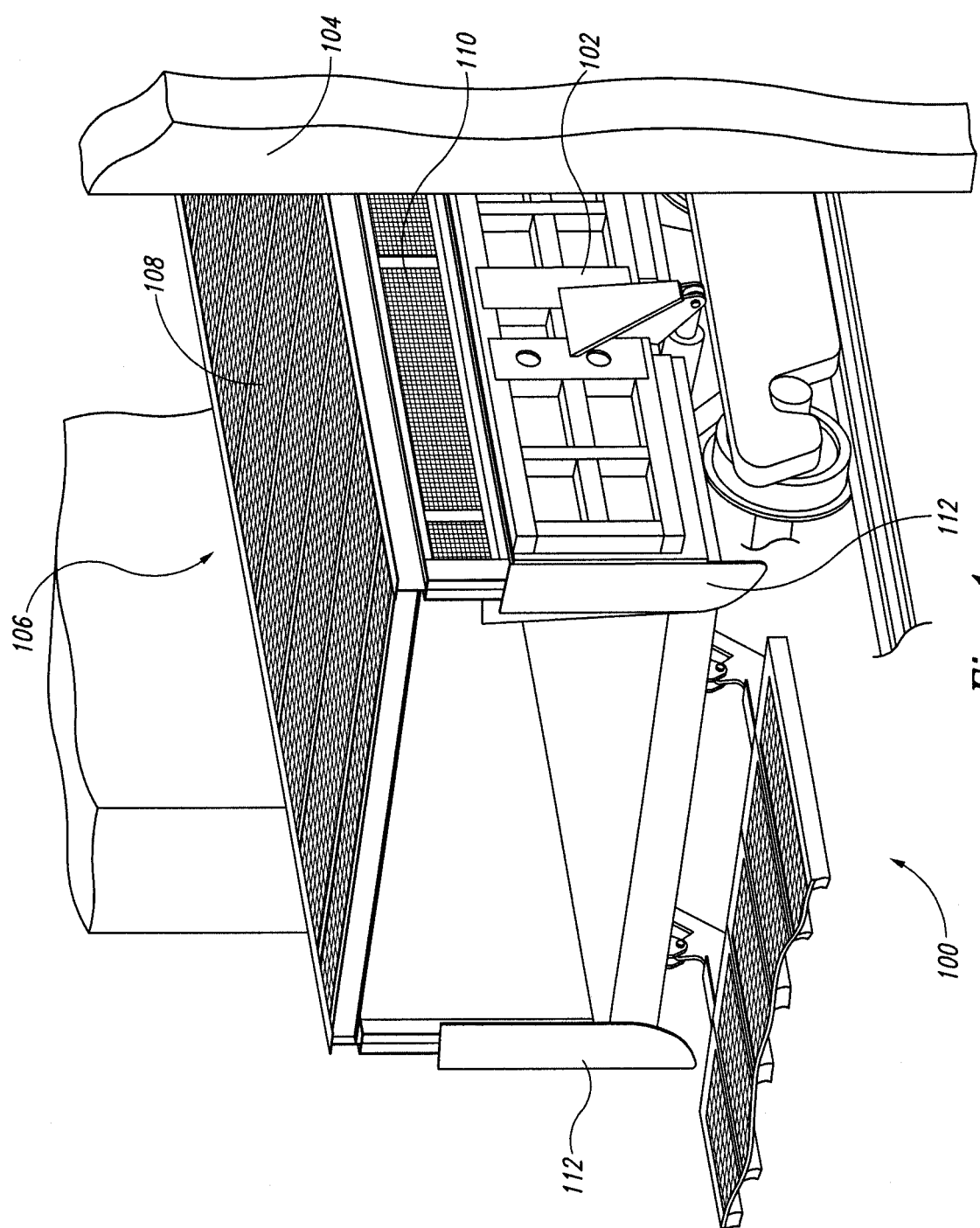


Fig. 1

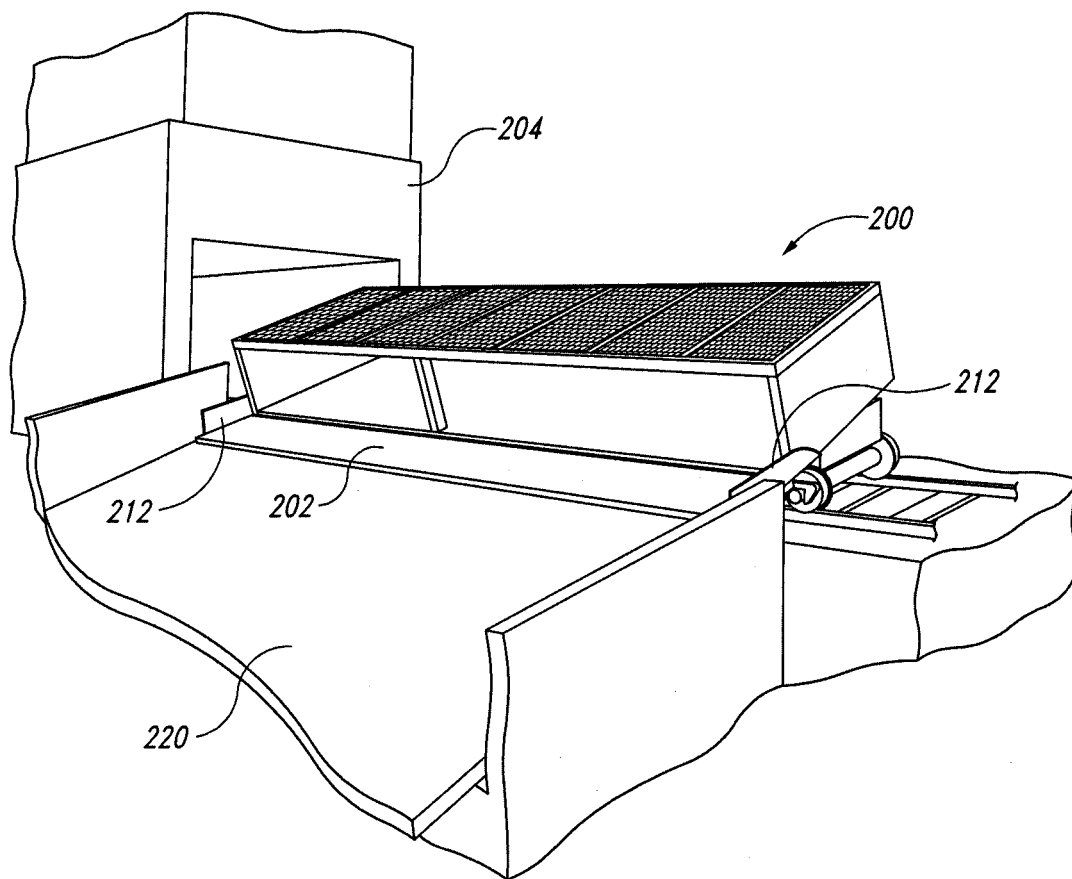


Fig. 2A

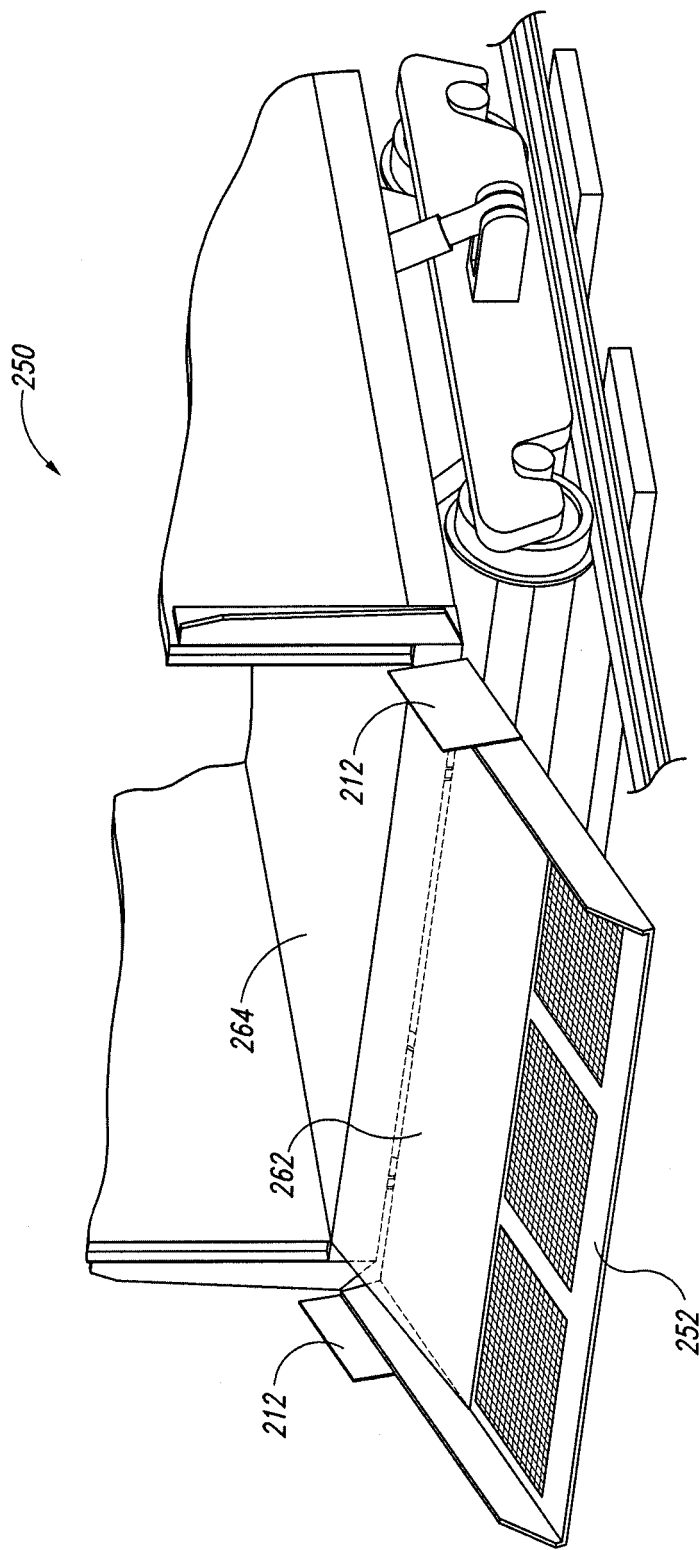


Fig. 2B

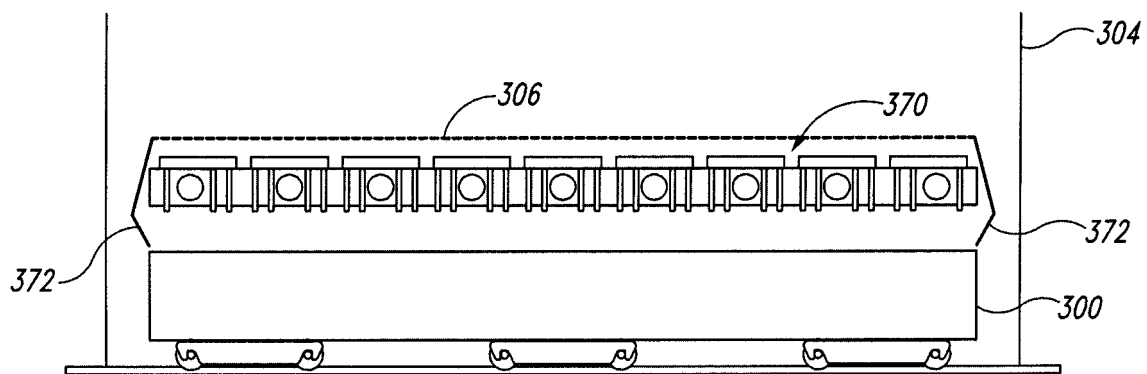


Fig. 3

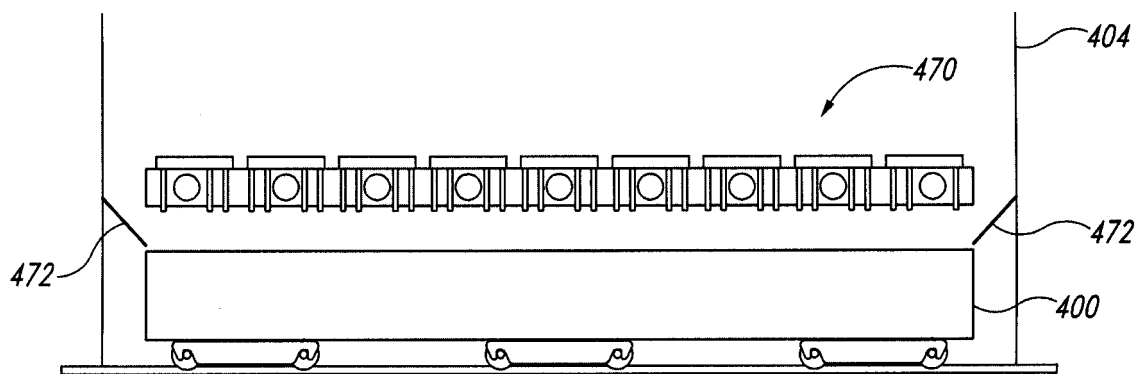


Fig. 4

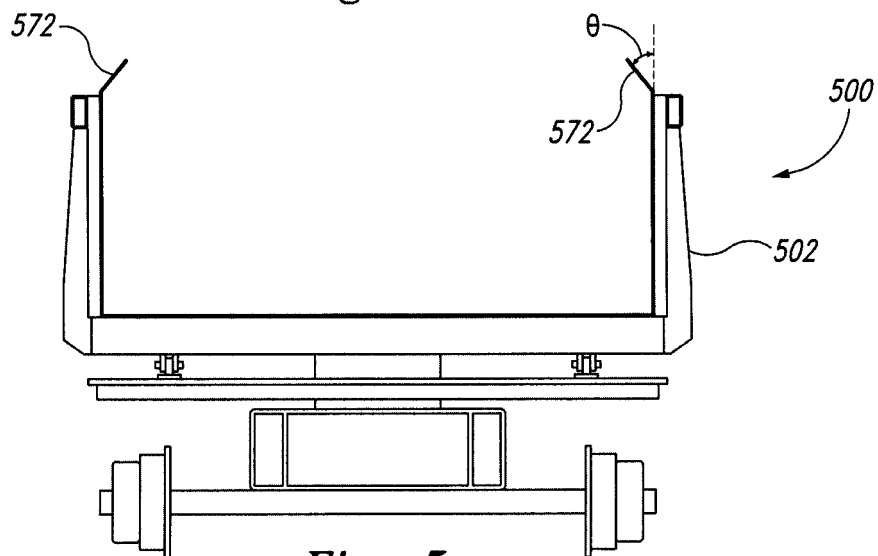


Fig. 5

REFERENCES CITED IN THE DESCRIPTION

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