Third DOE Crosscut Workshop on Lean Emissions Reduction Simulation – DPF Control Needs

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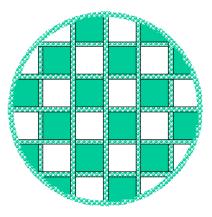


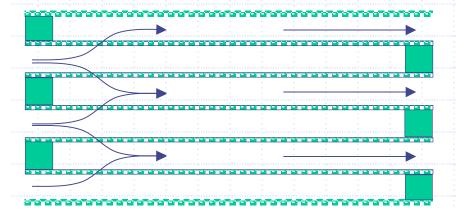
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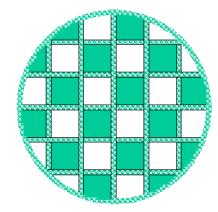
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Typical Diesel Particulate Filter







Front Face (showing alternate plugged cells)

Side View (showing gas flow through the device)

Rear Face (showing alternate plugged cells)

Soot is collected or trapped on the walls of the inlet channels and must be periodically burned to clean or "regenerate" the filter.

DPF Models Are Needed to:

- Assess system performance:
 - Filtration efficiency
 - Backpressure as a function of soot loading
 - Thermal behavior (light-off & regeneration)
 - NVH
- Optimize design:
 - Component specifications (size, geometry, material, etc.)
 - Location
 - Adequate flow distribution
- Determine regeneration requirements and fuel economy impact

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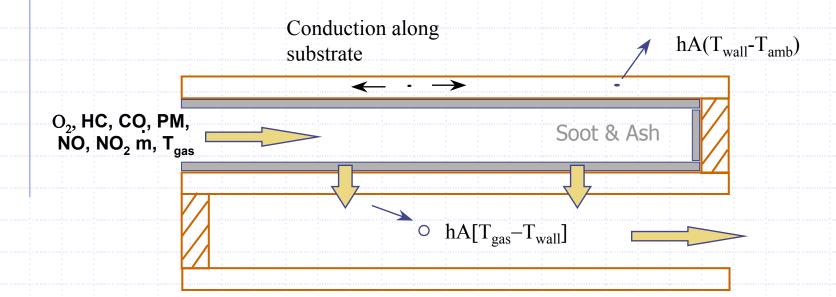
These models must also be simple to use, computationally fast, while providing reasonable accuracy.

Timeliness is **CRITICAL** – we must have these models within the next 2-3 years to be worthwhile.

Regeneration Strategies & Modeling Applications

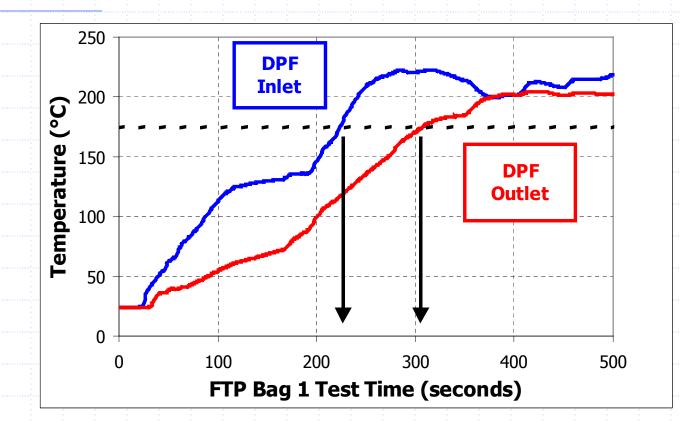
Catalyst washcoat - impact of PM loading Fuel borne catalyst - impact of dosing level Sensible heat - what temperature is needed? NO₂ soot oxidation – is there enough? Exothermic heat – how much fuel? Electric – power requirements Microwave – impact on filter specifications Non-thermal plasma – synergy with NOx removal?

"1-D" Diesel Particulate Filter Model



Provides a means to calculate thermal behavior and effect on exhaust backpressure.

Aftertreatment System Configuration



When will catalyst downstream of the DPF light-off?

Areas to Consider for Further Development

- DPF soot distribution and impact on maximum temperatures reached during regeneration
- Effect of sulfur
- Effect of fuel additives (e.g. ceria)
- Particle size distribution
- Ash accumulation
- Gaseous emissions (especially during regeneration)
- Deterioration
- Structural integrity, canning and mounting