

Lean NOx Trap Regeneration Studies on a Light-Duty Diesel Engine with In-Cylinder Air-to-Fuel Control

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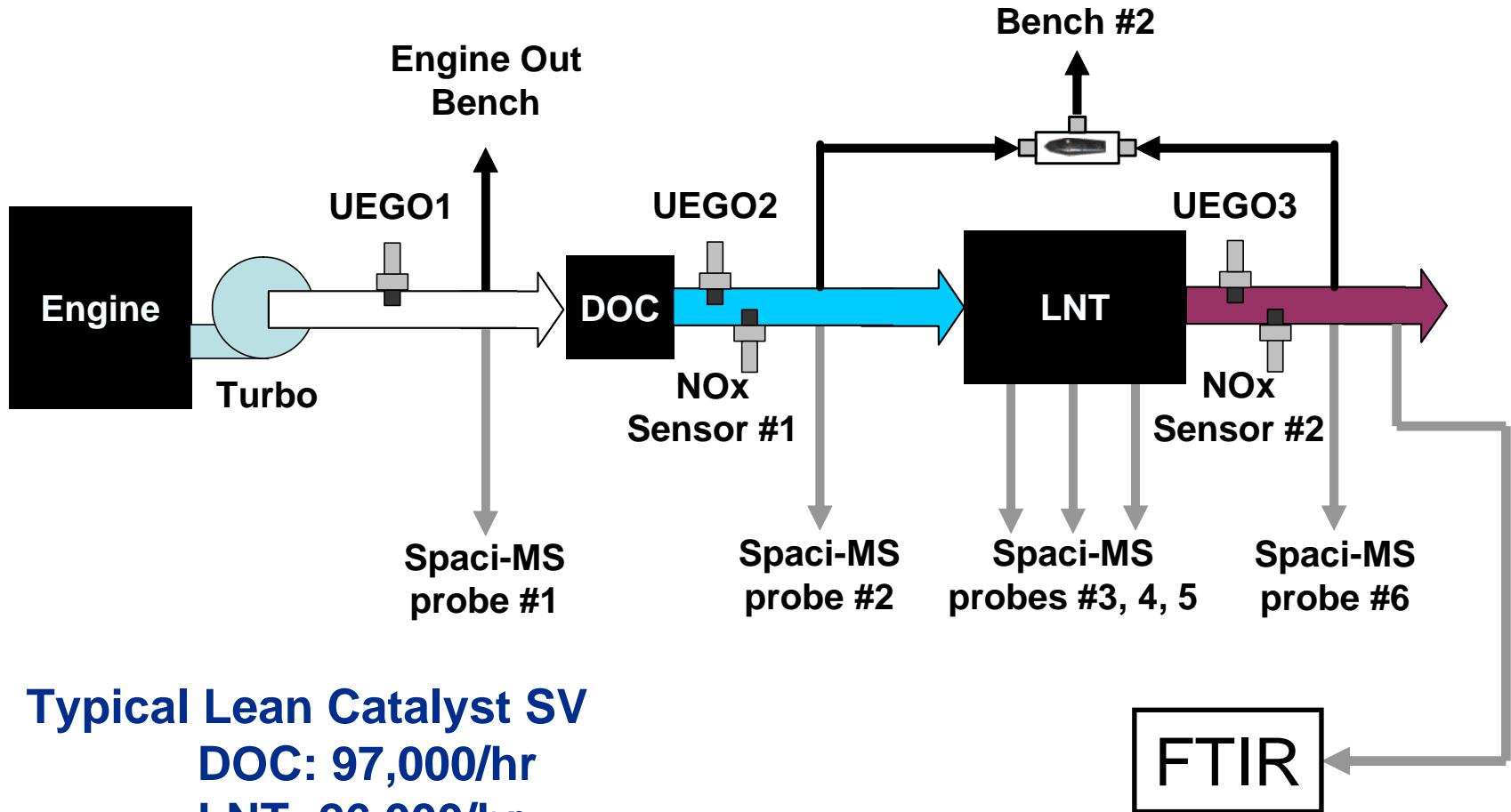
Outline

- Reductant Production from In-Cylinder Regeneration Strategies
- N₂ Selectivity of Lean NO_x Trap Regeneration Processes
 - Bench Flow Reactor Studies
 - Engine Studies

Acknowledgements

- U.S. DOE Office of FreedomCAR and Vehicle Technology
- Program Managers: Gurpreet Singh, Ken Howden, and Kevin Stork

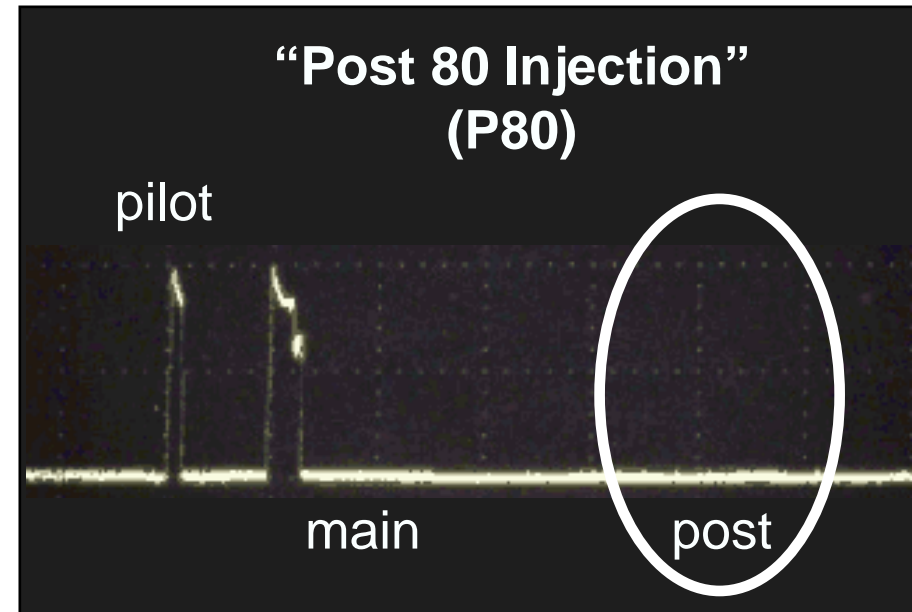
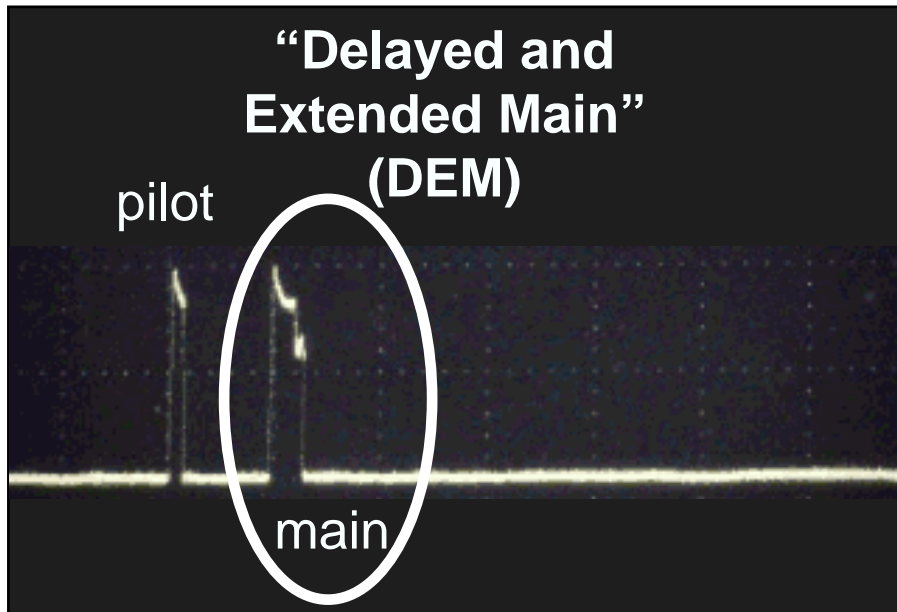
Schematic of Experimental Setup [MECA Supplied DOC and LNT]



Typical Lean Catalyst SV
DOC: 97,000/hr
LNT: 26,000/hr

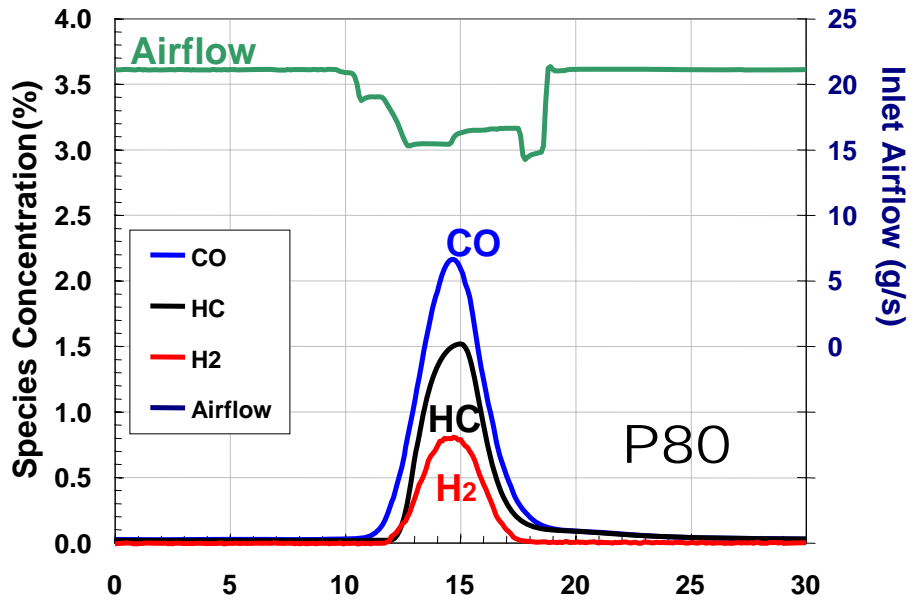
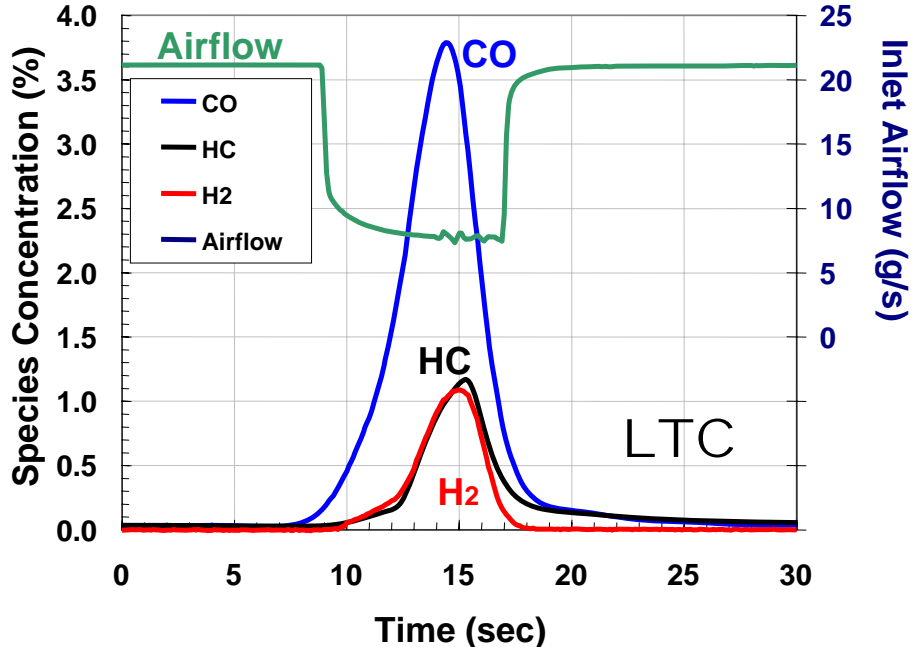
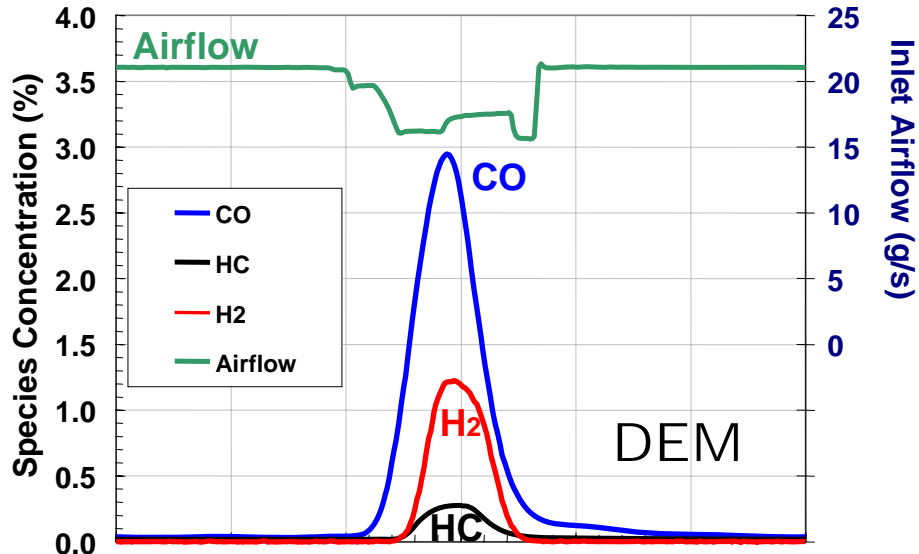
Comparison of three strategies for achieving intermittent rich combustion

- Two strategies employ no EGR for highest engine-out NOx (fastest adsorber loading)
- Rich excursion is achieved by a combination of intake throttling and the following injection strategies:



3rd strategy investigated uses high EGR to enter LTC during rich excursion

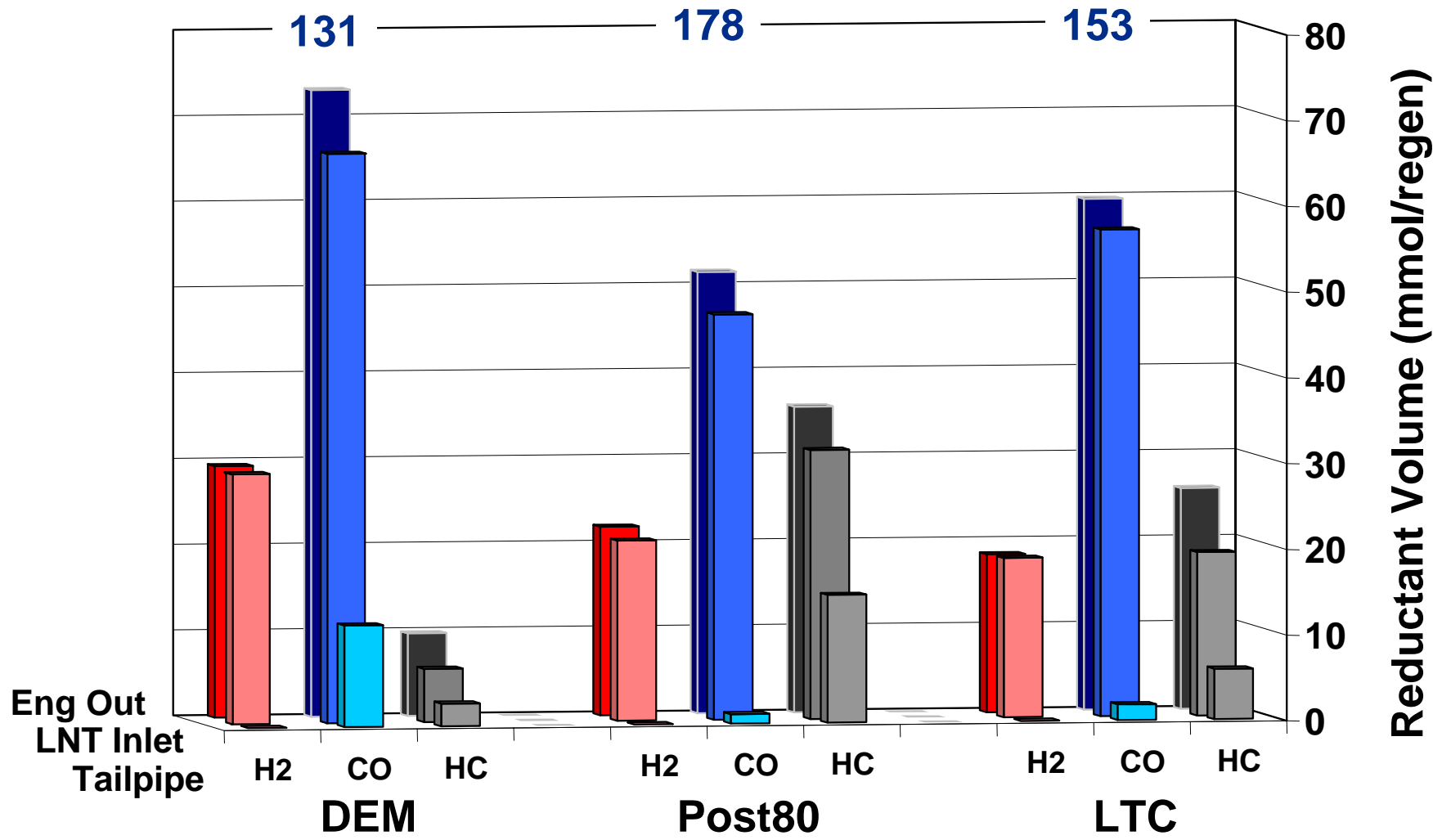
Real-time data highlights approach of strategies



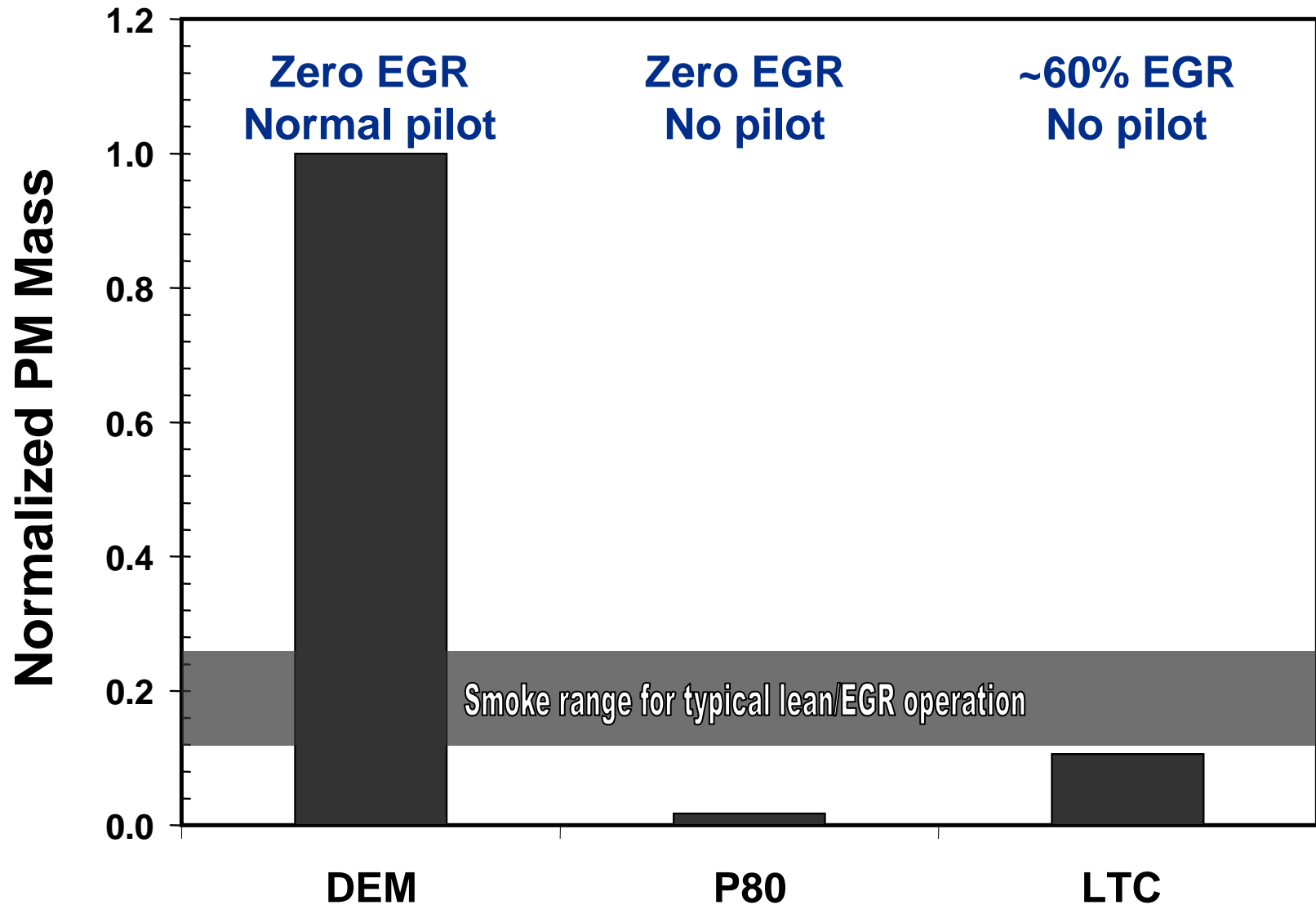
- DEM and P80 strategies employ identical throttling schedule, similar reduction in intake air mass (reduction of AFR)
 - Approach to excess fuel addition affects reductant species formed, concentrations
- “LTC” strategy uses EGR and nominal injection control for rich transition

Total Reductant Moles for Strategies: Reductant Split Differs for Strategies

Engine Out Total CO-equivalent milli-moles

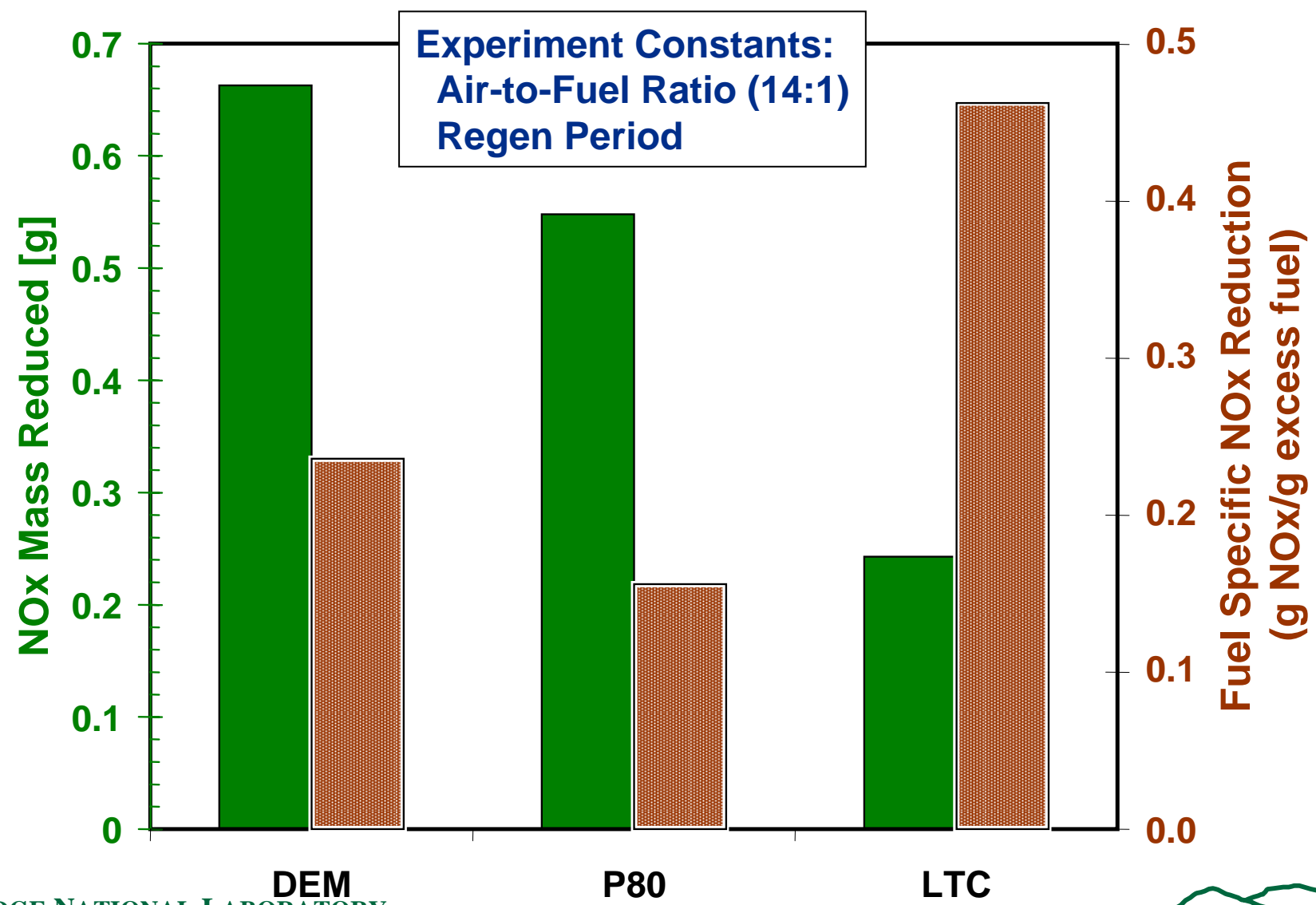


DEM Generates High Level of PM; P80 and LTC Strategies Produces Very Low PM



Comparison of Mass of NOx Reduced and Fuel Efficiency of NOx Reduction

Strategies not optimized for FEP, NOx, torque, etc.



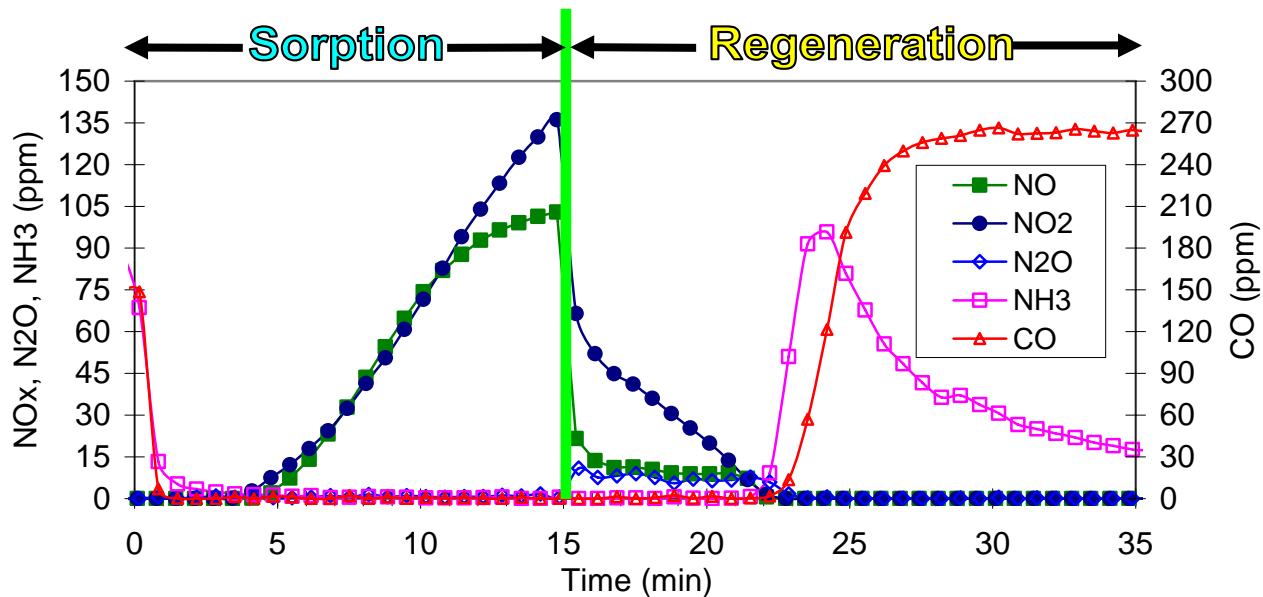
Summary 1: Regeneration Exhaust Species Highly Dependent on Strategy

- **DEM (Delayed Extended Main) Strategy**
 - High H₂ and CO Levels
 - Best Overall NO_x Reduction
 - High PM Levels
- **P80 (80° After Top Dead Center) Strategy**
 - High HC Levels, Lower H₂ and CO
 - NO_x Reduction Performance Less than DEM
 - Lowest PM Levels
- **LTC (Low Temperature Combustion) Strategy**
 - Low PM Levels (less than typical lean/EGR operation)
 - Best Fuel-Efficiency for Regen (g NO_x/g excess fuel)

Engineered Systems May Use Portfolio of Regeneration Strategies

General Observations Regarding N₂ Selectivity

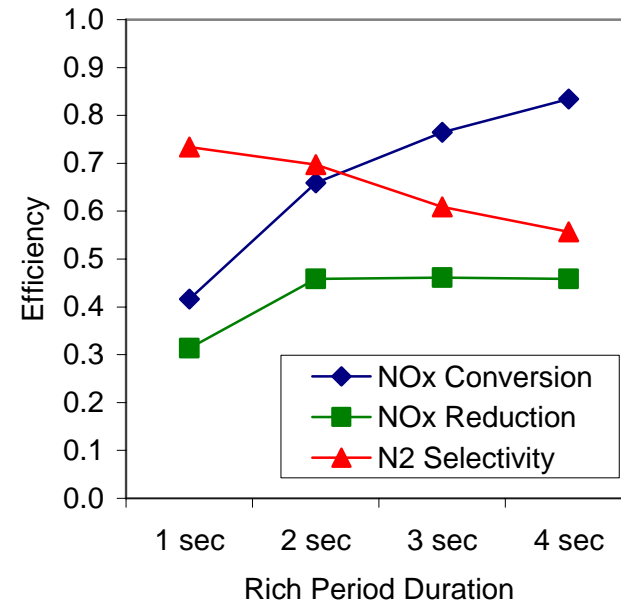
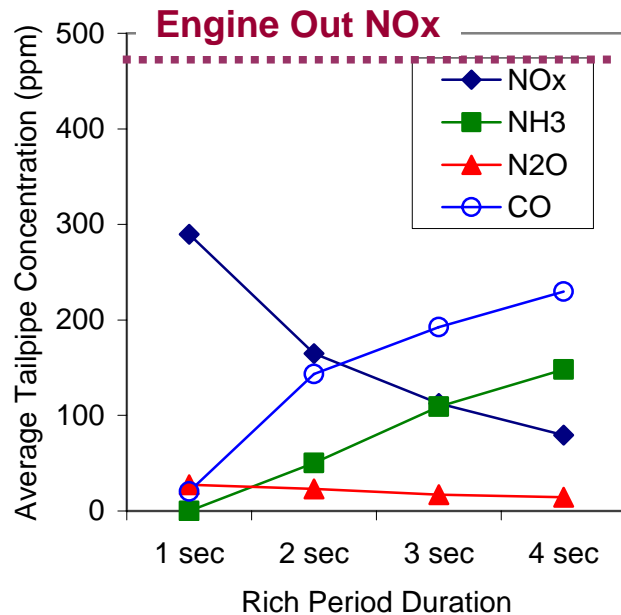
- ORNL bench reactor results for engine-aged core sample shown
- N₂O and NH₃ are both formed during regeneration, but ...
 - only when NOx has been stored on the catalyst
 - N₂ + reductant = NH₃ is not likely
- NH₃ appears after initial main NOx release/reduction spike



See Castoldi et. al, *Cat. Today* **96** (2004) 43-52 for NH₃ vs. sorbate loading

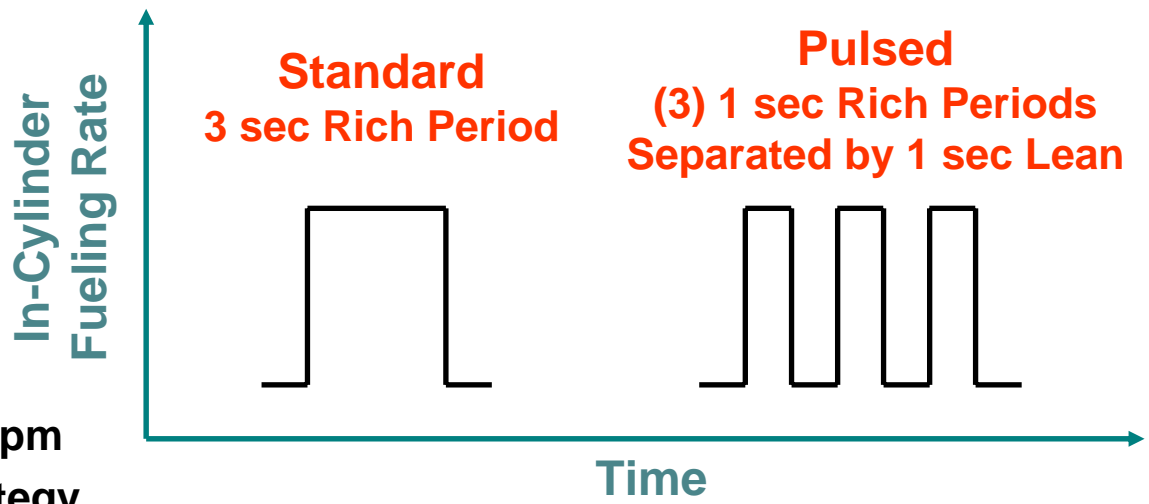
NH₃ Production During Extended Regeneration Observed in Engine Studies

- NH₃ and N₂O measured at tailpipe via FTIR (cycle averaged analysis)
- Experimental parameters chosen to enhance NH₃ formation
 - DEM, 13:1, 300°C, 60s Cycle
 - “Over-regeneration” with high NOx saturation of LNT
- Excess reductant leads to high NH₃ emissions and reduced NOx to N₂ reduction efficiency



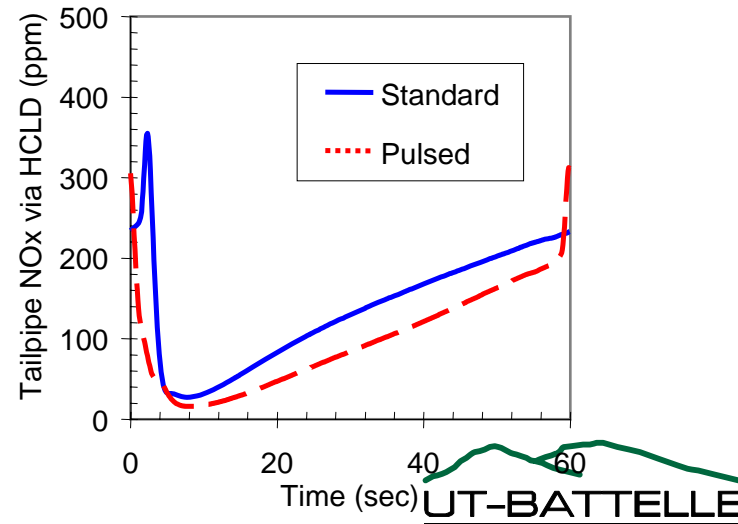
Engine Regeneration Strategies Can Be Developed to Optimize N₂ Selectivity

- **Comparison for (2) regeneration strategies**
 - Same fuel penalty
 - Same base parameters
 - Temperature=300°C
 - Cycle period=60 sec
 - Engine Out NO_x~500 ppm
 - DEM regeneration strategy
 - 13:1 A/F target



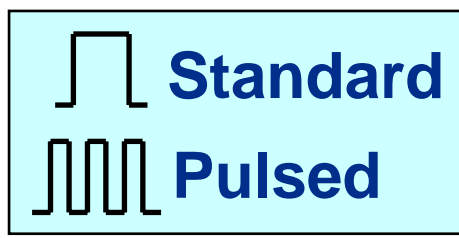
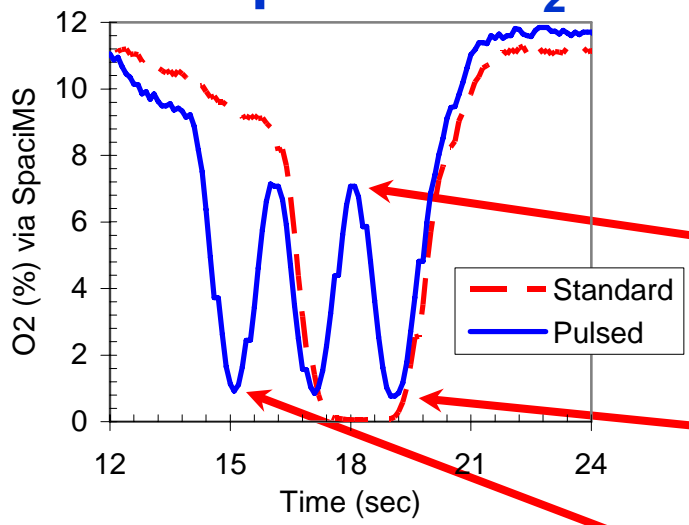
Pulsed Strategy Gives Lower NH₃ AND Equivalent NO_x Reduction

	Standard	Pulsed	Difference
Engine Out NO _x (ppm)	472.1	457.3	-3.1%
Avg. Tailpipe NO _x (ppm)	138.7	98.6	-29.0%
Avg. Tailpipe NH₃ (ppm)	217	73	-66.4%
NO _x Capacity (g/l)	0.311	0.317	2.2%
BSFC (lb/bhp-hr)	0.381	0.390	2.3%
Catalyst Temperature (C)	331.5	342.6	3.4%



Tailpipe O₂ Analysis Shows O₂ Purge for Pulsed Case

SpaciMS O₂



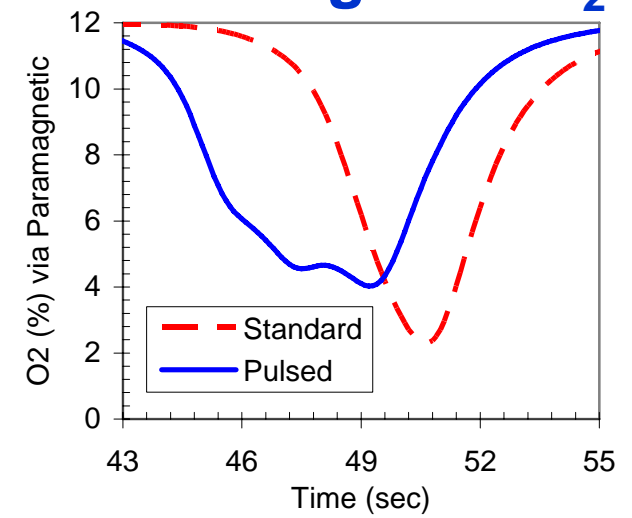
O₂ purge during Pulsed strategy

Zero O₂ during Standard strategy

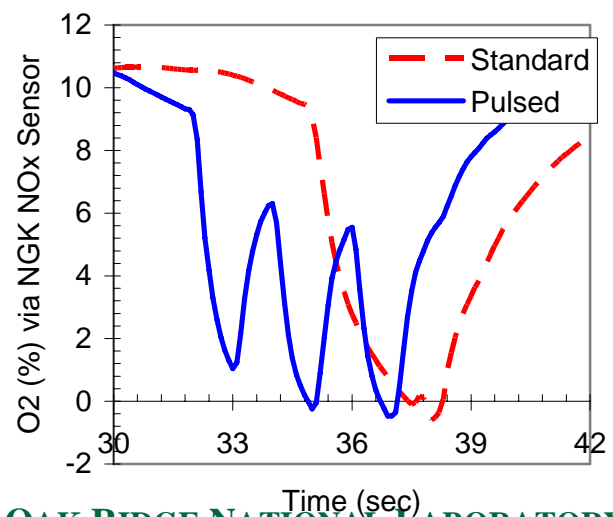
Non-Zero O₂ minimum during Pulsed strategy ???

Note:
Assuming no mixing, catalyst residence time is ~0.1s

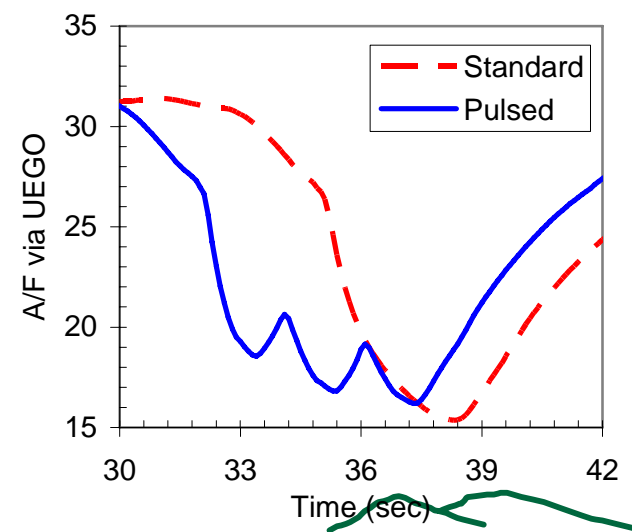
Paramagnetic O₂



NGK Sensor O₂

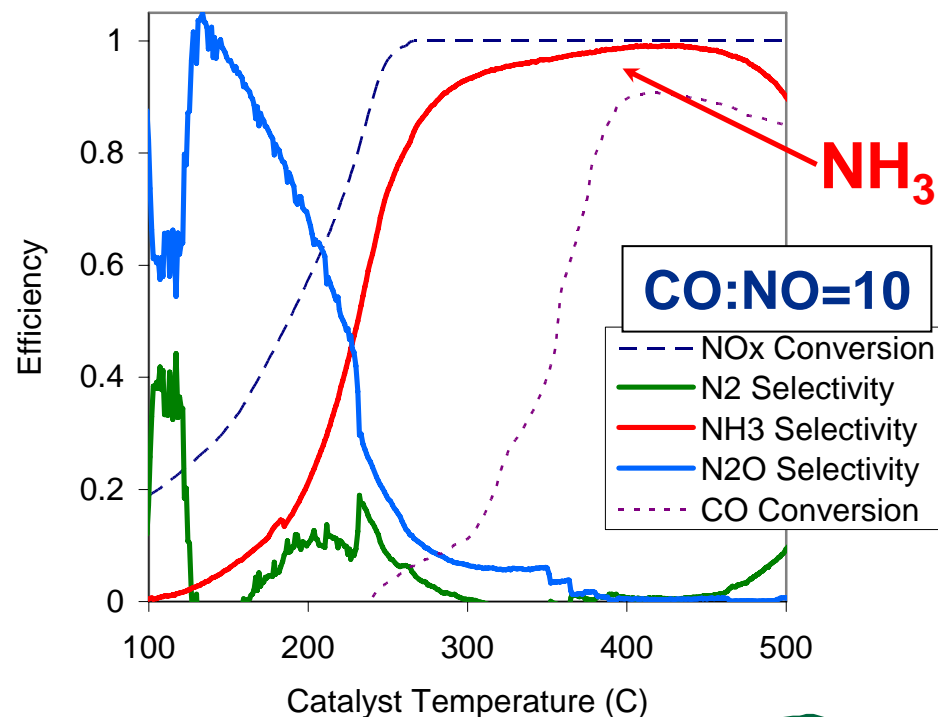
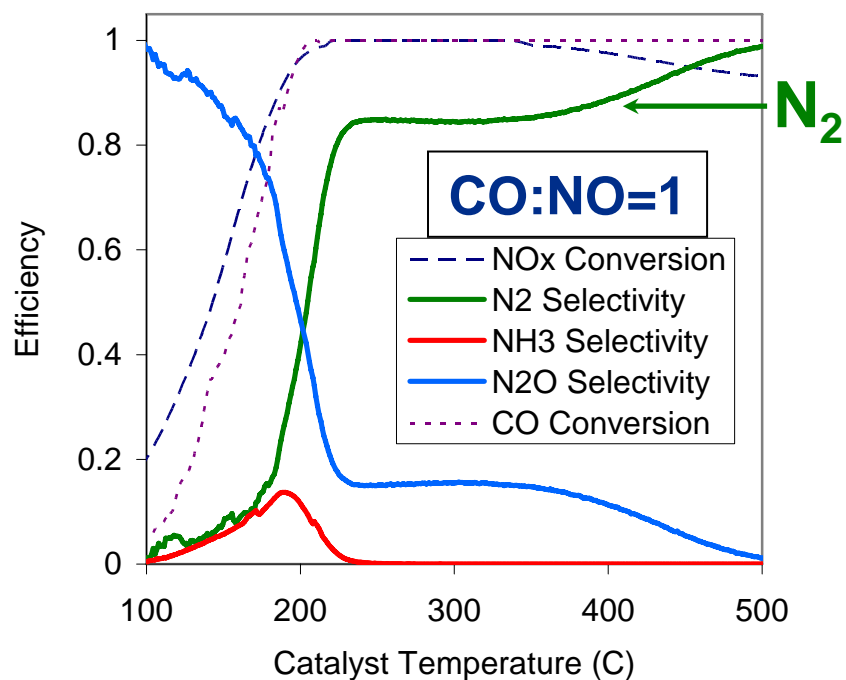


UEGO A/F



N₂ Selectivity Highly Dependent on Reductant:NO_x Ratio

- **Bench Flow Reactor Temperature Programmed Reduction (TPR) Experiments at 100,000/hr SV**
- **Reducing Conditions: CO and NO Into Catalyst**
 - At CO:NO=1, N₂ Selectivity High – N₂ Preferred
 - At CO:NO=10, N₂ Selectivity Low – NH₃ Preferred
- **Same Trend Holds for H₂ Reductant and NO_x as NO₂**
- **See Josh Pihl (U. of Wis.) Poster for More Details**



Theories for NH₃ Formation

- **N₂ and reductant (H₂, etc.) react to form NH₃ on precious metal site during regeneration**
 - No supporting data found to date
- **Isocyanate surface species formed on Pt plays role in NH₃ formation [Lesage et.al., *Phys. Chem, Chem. Phys.*, 5 (2003)]**
 - $2 \text{ NCO} + 3 \text{ H}_2\text{O} \rightarrow 2 \text{ NH}_3 + 2 \text{ CO}_2 + 0.5 \text{ O}_2$ [Rich: NCO → NH₃]
 - $2 \text{ NCO} + \text{ O}_2 \rightarrow \text{ N}_2 + 2 \text{ CO}_2$ [Lean: NCO → N₂]
 - Engine studies show reduced NH₃ formation via O₂ purge during regeneration
- **NH₃ formed from gaseous NOx released from catalyst in reactions with surrounding reductants (H₂, CO, etc)**
 - High dependence on reductant to NOx ratio observed
 - Bench reactor experiments show decay of NH₃ formation with time suggesting slow NOx release from catalyst is source of NH₃

**No
Supporting
Data**

**Supporting
Data
Observed**

Summary 2: Strategy Dictates N₂ Selectivity

- **NH₃ and N₂O can be formed during LNT regeneration**
 - Produced from NOx stored on catalyst
- **Selectivity toward N₂ vs. NH₃ is highly dependent on ratio of reductant to NOx during regeneration**
 - It is critical to match reductant to NOx ratio in dynamic process
- **Strategy details critical for minimal fuel penalty and optimal NOx reduction to N₂**
- **Lean-rich pulsing during regeneration gives lower NH₃ formation AND Equivalent NOx reduction**
 - Transient analysis of tailpipe O₂ with SpaciMS shows:
 - O₂ purge during regeneration (supports isocyanate and other theories)