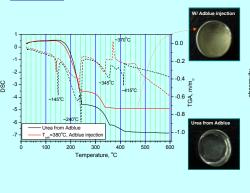
An Experimental Study of PM Emission Characteristics of Commercial Diesel Engine with Urea-SCR System

Chunhwan Lee, Deokjin Kim, Kwangchul Oh, Chunbeom Lee Environmental Parts R&D Center, Korea Automotive Technology Institute (KATECH)

Chemistry Abstract Emission Regulations (EURO-IV) Background ② Thermolysis [(NH₂)₂CO]_n → NH₃ + CO₂ [(NH_A)₂CO]_n → HNCO + NH₃ 1. Advanced FIE & Combustion Diesel engine: excellent fuel economy benefit, "Fun-to-Drive" High Torque But, the regulation of emission: PM, NO $_{\rm x}$ \leftarrow various Aftertreatment system 2. Urea-SCR System ③ Hydrolysis (NH₂)₂CO + H₂O → 2NH₃ + CO₂ HNCO + H₂O → NH₃ + CO₂ White PM & PM Weight Increase **Experiment** the experiment of a diesel engine equipped with <u>Urea SCR system</u>, and its emission characteristic including particle is analyzed and evaluated against its regulation. Measurement of PM: Diluter + Thermodenuder + ELPI under various conditions of engine RPM and load (Particle number distribution Fine particle (~1µm): Decrease of number of particle While, Ultra Fine particle(< 100nm) and Nano particle(< 50nm) range: Increasing tendency **Ammonium Sulfate Formation: Experimental Setup Effect of Injection Pressure Particle distribution** Particle Number Distribution Urea (4.5bar)+Air(3bar) Urea Injection no injection - 20g/min - 36g/min - 45g/min **TEM Photograph** Particle Diameter (um) → 600°C TGA/DSC FTIR spectrum PM weight- ESC TGA/DSC **FTIR spectrum** 0.025 BD20



Undesirable particles come from Urea-SCR:

> Ammonium Sulfate, Ammonium Nitrate, New polymer Complex(by HNCO base), etc

Weight and Number of PM deeply depend on the Urea injection strategy & Urea Injection System Design