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

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

Chemistry Abstract Emission Regulations (EURO-IV) **Background** 1. Advanced FIE & Combustion 2. Urea-SCR System Diesel engine: excellent fuel economy benefit, "Fun-to-Drive" High Torque Hydrolysis $(NH_2)_2CO + H_2O \rightarrow 2NH_3 + CO_2$ $HNCO + H_2O NH_3 + CO_2$ 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 Fine particle (~1µm): Decrease of number of particle While, Ultra Fine particle(< 100nm) and Nano particle(< 50nm) range: Increasing tendenc **Experimental Setup Effect of Injection Pressure Particle distribution** Particle Number Distribution Urea Injection **TEM Photograph** → 600°C TGA/DSC FTIR spectrum **PM weight- ESC** TGA/DSC **FTIR spectrum** BD20 BD5 KBr 0.020 T=600°0 0.015 g/kwh 0.010 PM, 0.005

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

Conclusions