Estimation of the mean particle size by sampling in parallel with two Pegasor Particle Sensors

<u>Stavros Amanatidis</u>¹, Leonidas Ntziachristos¹, Matti Maricq², Antti Rostedt³, Kauko Janka⁴, Juha Tikkanen⁴, Zissis Samaras¹

- (1) Aristotle University of Thessaloniki, Mechanical Engineering Dept., Lab of Applied Thermodynamics, Thessaloniki, Greece
- (2) Ford Motor Company, Chemical Engineering Department, Research & Advanced Engineering, Dearborn, Michigan, USA

CMD [nm]

- (3) Tampere University of Technology, Department of Physics, Aerosol Physics Laboratory, Tampere, Finland
- (4) Pegasor Oy, Tampere, Finland

Introduction

- The Pegasor Particle Sensor (PPS) signal has a size-dependent response to particle size (\propto d^{1-1.29}).
- Errors in the reported particle mass & number are expected when the size distribution differs from the calibration's reference (D_a =50nm, σ_a =1.7).

Scope of this study:

- Estimation of the mean particle size by sampling in parallel with
 2 PPSs at different ion trap voltage and correction of the original mass & number calibration formulas.
- Validation of the method with diesel exhaust particles during transient testing.

Theoretical Background

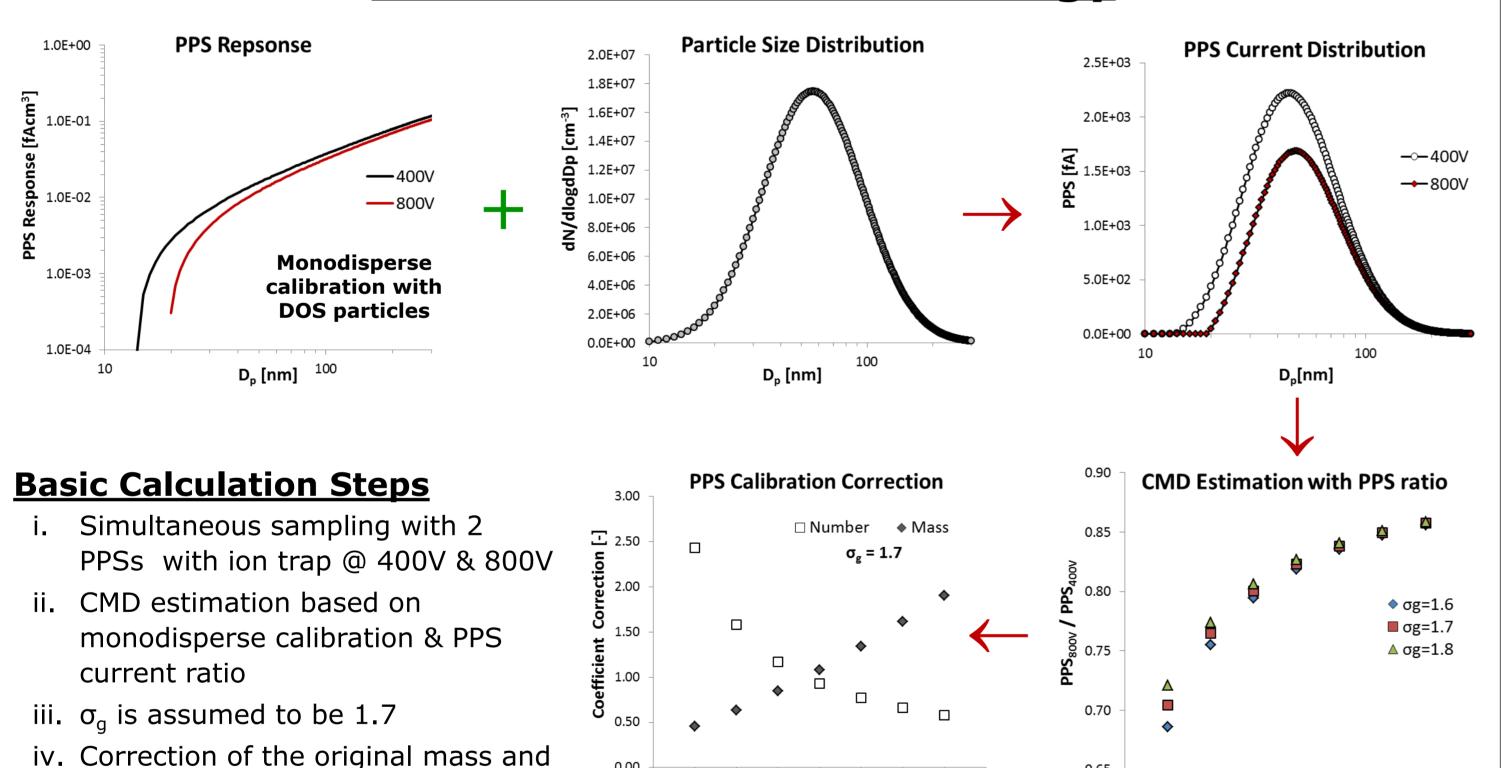


number calibration coefficients

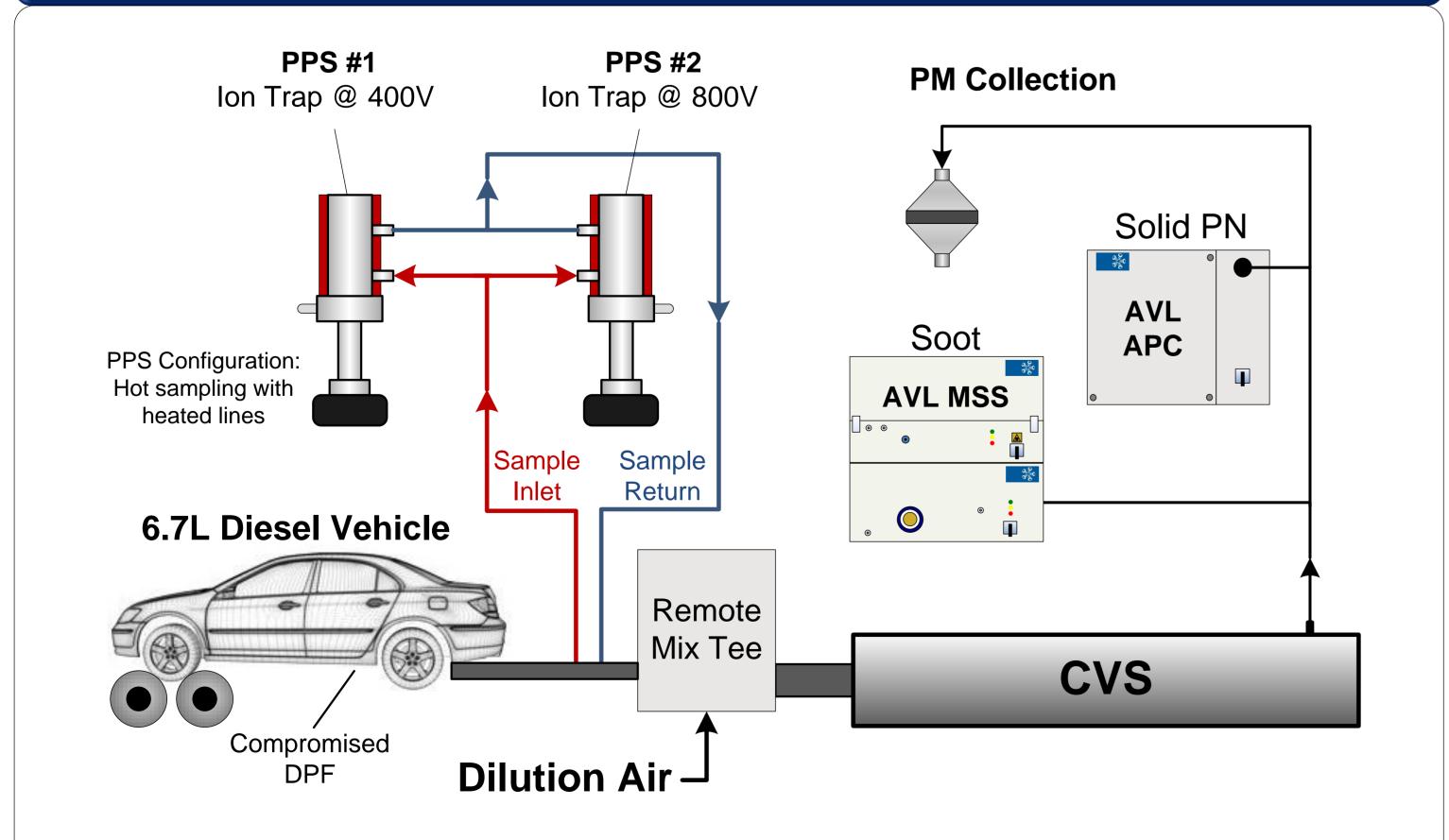
Pegasor Particle Sensor

- Measurement of "escaping current"
- Particles are not collected
- Hot & undiluted sampling directly from the tailpipe
- High resolution and sensitivity (10 Hz, 0.3s response time)

CMD Estimation Methodology



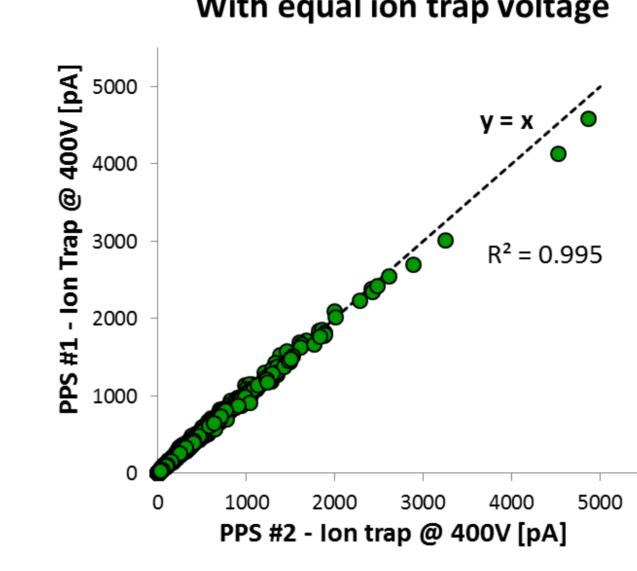
Experimental

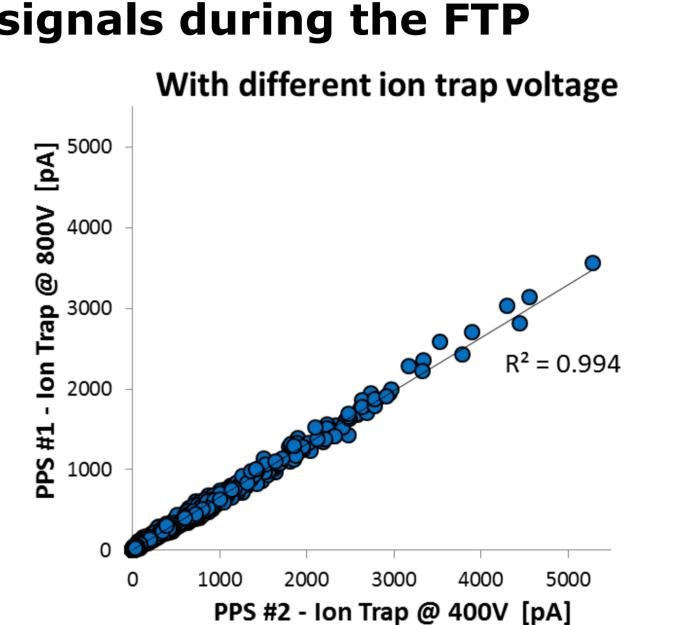


The vehicle was run over the FTP driving cycle

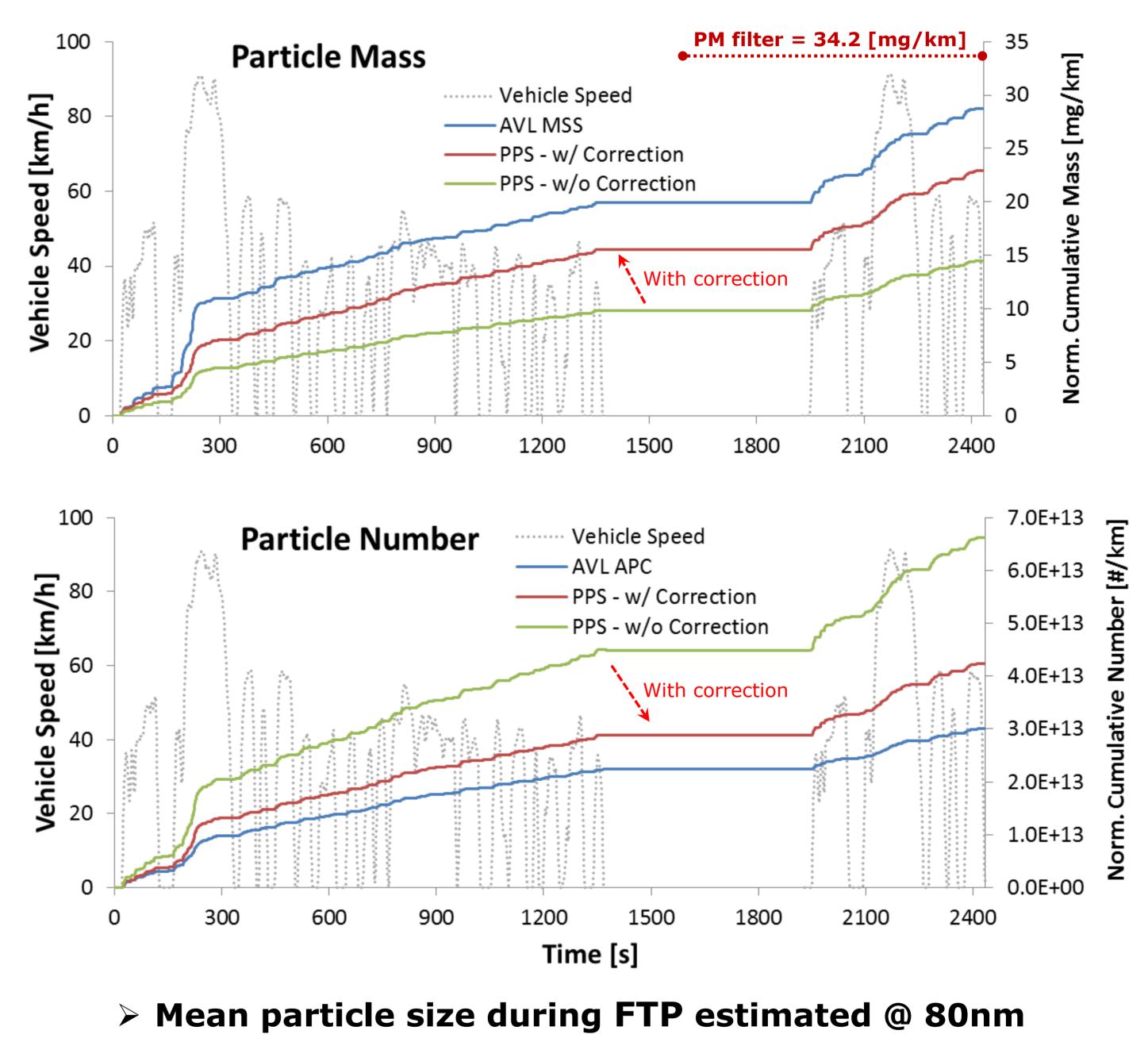
PPS Linearity







Results



Outlook & Conclusions

- The mean particle size can be estimated by sampling in parallel with 2 PPSs
- The method is based on the different PPS response for different ion trap voltage according to monodisperse calibration
- Size estimation offers correction of the original mass & number calibration formulas
- The method was applied on diesel vehicle exhaust particle measurements over the FTP driving cycle:
 - Linearity between the 2 sensors was >99%
 - PPS: MSS (soot particle mass) ratio increased from 50% to 80%
 - PPS: APC (solid particle number) ratio decreased from 220% to 140%

Contact: Leonidas Ntziachristos, leon@auth.gr, +30 2310 99 60 03





