Real-time hardware and virtual soot sensors for on-board measurements of diesel particles

Athanasios G. Konstandopoulos*, Evdoxia Kladopoulou, Penelope Baltzopoulou, Sofia Skopa and Nickolas Vlachos
Aerosol & Particle Technology Laboratory, CERTH/CPERI

ABSTRACT

As diesel emission regulations become increasingly stringent the use of Diesel Particulate Filters (DPFs) has become unavoidable. DPFs exhibit very high filtration efficiencies, however they need to be periodically or continuously cleaned (regenerated) in order to achieve efficient and safe operation of the vehicle. The regeneration method selected for each application has to take into account the current state of the filter and the engine operating conditions. This fact introduces the need for on-board diagnostics for diesel emission control systems, in order to arrive at an optimized emission reduction system. A very attractive concept is that of a real-time on-board soot sensor. Knowledge of the amount of soot load in the filter is an important prerequisite for the intelligent management and control of the emission reduction system.

The present work involves the development of a prototype, real-time on-board soot sensor and its experimental cross-assessment against an array of particulate measuring methods based on gravimetric, electrical mobility, aerodynamic, diffusion charging, photoelectric ionization and optical extinction techniques. In addition, the concept of a virtual soot sensor is developed and validated with experimental data. Practical use of the hardware and virtual soot sensors is demonstrated under steady state and transient conditions in the exhaust of a modern light-duty diesel engine.

* E-mail: agk@cperi.certh.gr
INTRODUCTION

The state of filter soot loading is an important parameter and must be known for reliable and effective control of regeneration. Therefore, capitalizing on our recent research on soot deposit microstructure and flow resistance properties we have developed on-board hardware and virtual soot sensors for engine and filter management and control.

CONCLUSIONS

On-board hardware soot sensors were developed exploiting contactless and contact based principles. The contact based soot sensor was shown to provide good correlation to gravimetric measurements under steady state conditions and to a multitude of real-time laboratory scale particle instruments. A virtual sensor based on continuous measurements of the filter pressure drop as well as the mass flow rate and the temperature of the exhaust was developed that could predict accurately the soot mass load of diesel particulate filters when compared to experimental data collected during steady state and transient operation. The developed sensors can be implemented for the on-board control of the timing and frequency of filter regeneration, thus ensuring safe and fuel efficient operation of the vehicle.

SLIDE PRESENTATION
Real-Time Hardware and Virtual Soot Sensors for On-Board Measurements of Diesel Particles

Athanasios G. Konstandopoulou, Evdoxia Kladopoulou, Penelope Baltzopoulou, Sofia Skopa and Nickolas Vlachos

Aerosol & Particle Technology Laboratory
CERTH/CPERI, Thessaloniki, Greece
OUTLINE

• Motivation
• Introduction
• Hardware sensors
• Virtual sensor
• Conclusions
Future emission control systems: Assemblies of reactors, hardware and virtual sensors

Konstandopoulos et al 2001
INTRODUCTION

- State of filter soot loading must be known for reliable and effective control of regeneration

- Capitalize on our recent research on soot deposit microstructure and flow resistance properties

- Develop on-board hardware and virtual soot sensors for engine and filter management and control
Contactless methods (sensing of a suitable metric of the particles in suspension)

Contact-based methods (sensing of a suitable metric of particles after their collection)
CONTACTLESS SENSOR

Responds to the charge on soot particles emitted from diesel engines

Sensor probe

Oscilloscope

Charged soot particles

Exhaust pipe

2000 rpm, 50 Nm

Signal (V)

Time (s)
Spectral metric v. soot emission rate

\[ y = 2.4652x \]

\[ R^2 = 0.9733 \]

Konstandopoulos et al (2001)
CONTACT BASED SOOT SENSOR

- Sensing of soot particles collected on an element exposed to the exhaust flow
- Incorporates heater for burning of collected particles
- On-board signal processing provides a signal proportional to the soot particle emission rate and concentration
STEADY STATE SENSOR CALIBRATION

Gravimetrically determined soot emission rate (g/hr)

Soot sensor indication (A.U.)
A transient cycle simulating the NEDC accelerations/decelerations on the engine bench has been developed and is referred to as APT transient cycle.
SENSOR TRANSIENT RESPONSE

Sensor responds in synchronization with speed and torque changes over engine transient cycle.

Cumulative error of integrated sensor signal over the cycle against gravimetric measurement of soot emission over the cycle is 3%.
Sensor vs. Electric Low Pressure Impactor (ELPI)

![Graph showing sensor transient comparisons between ELPI and soot sensor. The graph plots total concentration (#/cm³) and soot sensor indication (mg/m³) versus time (sec).]
SENSOR TRANSIENT COMPARISONS-2

Sensor vs. Condensation Particle Counter (CPC)

Sensor vs. Condensation Particle Counter (CPC)
 SENSOR TRANSIENT COMPARISONS-3

Sensor vs. Photoelectric Aerosol Sensor (PAS)

Graph showing the comparison of PAS Sensor (fA) of NanoMeT and Soot sensor indication over time (sec) from 0 to 900 seconds. The graph displays two lines, one representing PAS sensor and the other Soot sensor, indicating a comparison of aerosol concentrations over time.
Sensor vs. Diffusion Charger (DC)
BACKGROUND PAPERS


- Skaperdas & Konstandopoulos (2001) "Prediction of Diesel Particulate Filter Loading Behavior for System Control Applications", *CD AUTO 01, 3rd Int. Conf. on Control and Diagnostics in Automotive Applications*


- Konstandopoulos & Kladopoulou (2003) "A Virtual Sensor for On-board Diagnostics and Control of Diesel Particulate Filters", *CD AUTO 03, 4th Int. Conf. on Control and Diagnostics in Automotive Applications*

COMPONENTS OF DPF PRESSURE DROP

Total pressure drop:
\[ \Delta P = p_7 - p_1 = (p_7 - p_6) + (p_6 - p_5) + (p_5 - p_4) + (p_4 - p_3) + (p_3 - p_2) + (p_2 - p_1) \]

Average soot deposit thickness:
\[ w = \frac{\alpha - \sqrt{\alpha^2 - \frac{m_{soot}}{N_{cells}L\rho_{soot}}}}{2} \]
\[
\Delta P_{\text{expansion}} = p_2 - p_1 = \sqrt{p_1^2 + \frac{8 \zeta \dot{m}^2 RT}{3} \frac{(a + w_s)^4}{MW} \frac{L^2}{V_{\text{trap}} a^2}} - p_1
\]

\[
\Delta P_{\text{outlet channel}} = p_3 - p_2 = \sqrt{p_2^2 + \frac{\mu \dot{m}RT}{MW} \frac{(a + w_s)^2}{V_{\text{trap}}} \frac{4FL^2}{3a^4}} - p_2
\]

\[
\Delta P_{\text{filter wall}} = p_4 - p_3 = \sqrt{p_3^2 + \frac{\mu}{k_w} \frac{\dot{m}RT}{MW} \frac{(a + w_s)^2}{V_{\text{trap}} a} \ln \left( \frac{a}{a - 2w} \right)} - p_3
\]

\[
\Delta P_{\text{soot layer}} = p_5 - p_4 = \sqrt{p_4^2 + \frac{\mu}{k_{\text{soot}}} \frac{\dot{m}RT}{MW} \frac{(a + w_s)^2}{2V_{\text{trap}} a} \ln \left( \frac{a}{a - 2w} \right)} - p_4
\]

\[
\Delta P_{\text{inlet channel}} = p_6 - p_5 = \sqrt{p_5^2 + \frac{\mu \dot{m}RT}{MW} \frac{(a + w_s)^2}{V_{\text{trap}} a} \frac{4FL^2}{3(a - 2w)^4}} - p_5
\]

\[
\Delta P_{\text{contraction}} = p_7 - p_6 = \sqrt{p_6^2 + \frac{4 \zeta \dot{m}^2 RT}{3} \frac{(a + w_s)^4}{MW} \frac{L^2}{V_{\text{trap}} a^2}} - p_6
\]
Required signals for virtual sensor:
- Transducer for filter pressure drop
- Exhaust gas temperature sensor
- Exhaust mass flow rate from ECU
<table>
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<th>Filters</th>
<th>Engines</th>
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<td></td>
<td>Dimensions</td>
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<tr>
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VIRTUAL SENSOR VALIDATION

EURO II TDI ENGINE

Direct injection light-duty diesel engine
Mass flow rate=185 kg/hr
Exhaust temperature=381 °C
Filter type: uncatalyzed

Accumulated Soot Mass (g)
Pressure Drop (Pa)

Direct injection light-duty diesel engine
Mass flow rate=180 kg/hr
Exhaust temperature=390 °C
Filter catalyst type: D

Accumulated Soot Mass (g)
Pressure Drop (Pa)

EURO III CR TDI ENGINE

Common rail light-duty diesel engine
Mass flow rate=66 kg/hr
Exhaust temperature=378 °C
Filter catalyst type: A

Accumulated Soot Mass (g)
Pressure Drop (Pa)

Common rail light-duty diesel engine
Mass flow rate=65 kg/hr
Exhaust temperature=376 °C
Filter catalyst type: B

Accumulated Soot Mass (g)
Pressure Drop (Pa)
DPF PRESSURE DROP EVOLUTION

Common rail light-duty diesel engine
Filter catalyst type: A

Pressure Drop (Pa) vs. Time (sec) graph showing the evolution of pressure drop over time for a common rail light-duty diesel engine with a filter catalyst type A.
Virtual Sensor Output

Common rail light-duty diesel engine
Filter catalyst type: A

Accumulated Soot Mass (g) vs. Time (sec)
On-board hardware soot sensors were developed exploiting contactless and contact based principles.

The contact based soot sensor was shown to provide good correlation to gravimetric measurements under steady state conditions and to a multitude of real-time laboratory scale particle instruments.

A virtual sensor based on continuous measurements of the filter pressure drop as well as the mass flow rate and the temperature of the exhaust was developed that could predict accurately the soot mass load of diesel particulate filters when compared to experimental data collected during steady state and transient operation.

The developed sensors can be implemented for the on-board control of the timing and frequency of filter regeneration, thus ensuring safe and fuel efficient operation of the vehicle.
Partial support for the work has been provided by the IST program of the European Commission through the IMITEC project

We thank our colleagues D. Zarvalis, C. Altiparmakis, A. Kouparanis and M. Vatos for performing the engine runs