Advances in High Energy Laser Diagnostics (HELD) for the Measurement of Particulate Matter

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**Outline**

- **Introduction**
- **High Energy Laser Diagnostics**
  - LI I
    - Laser-induced incandescence
  - ELS
    - Elastic light scattering
  - LI DELS
    - Laser-induced desorption with elastic light scattering
  - LI BS
    - Laser-induced breakdown spectroscopy
- **Summary**
Global warming is real, and the consequences are potentially disastrous. Nevertheless, practical actions, which would also yield a cleaner, healthier atmosphere, could slow, and eventually stop, the process.
**Particulate Matter Structure**

- **Primary Carbon Spherule**
- **Adsorbed HC (SOF)**
- **H$_2$SO$_4$-H$_2$O Particle**

**Nuclei Mode**
- 7-40 nm

**Accumulation Mode**
- 40-1000 nm

(from Dieselnet.com)
High-Energy Laser Diagnostics (HELD)

- real-time PM measurement techniques are needed to investigate transients
- sensitive PM measurement techniques are needed to study cleaner vehicles
- *in situ* PM measurement techniques are needed to characterize engine-out/aftertreatment-in conditions
- *in situ* PM measurement techniques also avoid issues with sampling artifacts (dilution not required)
- optical diagnostic techniques, performed with pulsed lasers, can address these issues
**HELD Advantages**

- performed *in situ* or with extractive sampling
- performed without or with dilution
- large measurement range
- high sensitivity for very low concentrations
- high precision and repeatability
- high speed data acquisition and analysis
- real-time results
- applicable for steady and transient measurements
- spatially and temporally resolved
- suitable for engine and emissions control research, vehicle compliance enforcement, continuous emissions monitoring, etc.
## HELD Techniques

<table>
<thead>
<tr>
<th>Diagnostic</th>
<th>Property Measured</th>
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<tbody>
<tr>
<td>laser-induced incandescence (LII)</td>
<td>soot volume fraction, surface area, and primary particle diameter</td>
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<tr>
<td>laser-induced incandescence + elastic light scattering (LII + ELS)</td>
<td>aggregate size, number, and structure</td>
</tr>
<tr>
<td>laser-induced desorption + elastic light scattering (LIDELS)</td>
<td>volatile volume fraction</td>
</tr>
<tr>
<td>laser-induced breakdown spectroscopy (LIBS)</td>
<td>metallic ash (species and concentration)</td>
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</tbody>
</table>
Measurement of Diesel Particulate Matter

• laser-induced incandescence (LII) measures the elemental carbon (EC) component (soot) of diesel particulate matter (PM) emissions

• key advantages of LII:
  — able to make real-time measurement in raw exhaust (i.e., without dilution)
    • assess particulate trap efficiency with before and after measurements
  — high sensitivity (detection to better than 5 ppt)
  — excellent transient response
  — wide measurement range
  — virtually no maintenance (24/7 hands-off operation)
Auto-Compensating LII (AC-LII)

- two-color pyrometry coupled with LII to determine the time-resolved particle temperature
  - permits use of low-fluence
  - particles are kept below the sublimation temperature
- this new technique *automatically compensates* for any changes in the experimental conditions
  - fluctuations in local ambient temperature
  - variation in laser fluence
  - laser beam attenuation by the particulate matter
  - desorption of condensed volatile material
Accuracy of LII Measurements

- calibration source
  - radiance or irradiance calibration
- optics
  - absolute neutral density filter transmission
  - relative dichroic mirror reflectivity and interference filter transmission
- electronics
  - relative photodetector sensitivity
  - photodetector gain
  - amplifier gain
- dimensions of probe volume
- laser spatial fluence profile
- optical and other properties of soot at high temperatures
**Determination of $E(m)$ and $\alpha$**

- peak soot temperature dependent on the absorption function, $E(m)$
- temperature decay rate dependent on the thermal accommodation coefficient, $\alpha$, 
- combined approach of theoretical analysis and experimental particle temperature measurement applied to determine $E(m)$ and $\alpha$
Cumulative mass determined from transient LII and exhaust flow measurements

Levels from 0.050 – 1500 ppb
On-Vehicle AC-LII: Transient Measurements

Introduction • HELD • LII • ELS • LIDELS • LIBS • Summary

13th CRC On-Road Vehicle Emissions Workshop, San Diego, April 7-9, 2003
Determination of Soot Morphology

- It is clear that distribution parameters must be included to deconvolve information contained in time-resolved low fluence LII signals.
- With many assumptions, this can be achieved by combined LII and elastic light scattering.
- Cannot use Rayleigh scattering theory, as the aggregates are far from spherical.
- Use RDG-PFA theory to interpret elastic scattered light, assume fractal parameters and a log normal distribution of $N_p$, the number of primary particles per aggregate.
- Combine with LII and iterate to determine $N_g$ and $d_p$ (assuming monodisperse primary particles).
Consider Aggregate Effect on Cooling

- ratio of heat transfer areas of aggregated particles to non-aggregated particles
  —shielding effect does not vary much with $N_p$ for $N_p > 50$

\[
D_a = \left( \frac{N_p}{f_a} \right)^{1/2} \frac{1}{\varepsilon_a} d_p
\]

\[
D_a = d_p \left( \frac{N_p}{k_h} \right)^{1/D_h}
\]

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**Graph**

- Brasil et al.: $f_a = 1.10, \varepsilon_a = 1.08$
- Koylu et al.: $f_a = 1.15, \varepsilon_a = 1.09$
- Koylu et al.: $f_a = 1.16, \varepsilon_a = 1.1$
- Filippov et al.: $D_h = 2.2, k_h = 1.2$

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**Equations**

- $D_a = \left( \frac{N_p}{f_a} \right)^{1/2} \frac{1}{\varepsilon_a} d_p$
- $D_a = d_p \left( \frac{N_p}{k_h} \right)^{1/D_h}$
Apply LII/ELS to a DISI Vehicle

- results from direct injection spark-ignition (DISI) vehicle
  - “steady-state”
  - 3 hp load
  - 1700 rpm
  - gear selection held in D2

- experiment identical to AC-LII, except a third detector is added, using the same collection optics as for LII
**Combined LII and ELS**

**soot/air scattering ratio**

- **Result of LII and ELS:**
  - $SVF = 0.72 \text{ ppb}$
  - $d_p = 25.7 \text{ nm}$
  - $N_g = 42$
  - $N_{ag} = 9.1 \times 10^5/\text{cm}^3$

- **Improved description of soot morphology, and improved measure of primary particle diameter and surface area**
Comparison of LII-ELS to SMPS

- 98 SMPS experiments, acquired in 11 sets on 9 different days over a one-month period
- Variation in SMPS from experiment to experiment had a standard deviation of ~35% within a specific set, and a standard deviation of ~25% from the mean of one set to another
- Calculate mobility diameter equivalent for LII-ELS results using:

\[
D_m = d_p N_p^{0.44}; \quad N_p \leq 60
\]

\[
D_m = 0.7 d_p \left( \frac{N_p}{k_0} \right)^{\frac{1}{d_f}}; \quad N_p > 60
\]

SAE 2002-01-2715
(from Sorensen et al.)
Comparison of LII-ELS to SMPS

- assume $\sigma_{2g} = 3.4$
- reasonable agreement for shape of distribution
- however, SMPS is *not* corrected for dilution
**LIDELS**

Laser-induced desorption (LID) with elastic laser scattering (ELS)

Double-pulse laser, measure ELS

\[
\left( \frac{A_{ELS-2}/A_{YAG-2}}{A_{ELS-1}/A_{YAG-1}} \right)^{0.5} = \text{solid volume fraction}
\]

![Graph showing Pulse 1 and Pulse 2 with Laser and ELS markers.](image-url)
Simultaneous LIDELS Not Possible With One Laser

Data acquisition is by fast digital oscilloscope
150 µs at 5 giga samples/s = 750,000 points
∴ Sequential measurements are the only option

![Graph showing normalized intensity vs. time](image)

- **Pulse 1**
- **Pulse 2**
- **Laser**
- **ELS**
Sequential LI DELS For Load Sweep

- Torque (Nm)
- Solid Volume Fraction - V/V₀
- PM Concentration (a.u.)
- Total PM
- Elemental carbon
- Increasing EGR
- No EGR

SAE 2002-01-1685

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ARC-CNRC
Laser-Induced Breakdown Spectroscopy (LIBS)

- Focused laser beam creates a plasma that emits light characteristic of neutral and ionized atoms.
- Spectrometer output is imaged onto an intensified CCD camera.

- Line position provides species identification.
- Line intensity provides species concentration.
- Components from oil additives, engine wear, and corrosion of the exhaust system.
**Time-Resolved LIBS (TRELIBS) of Air**

a.) Broadband emission from laser-induced spark

b.) LIBS spectra

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Delay:Gate-width (µs) 0.1:0.05

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[Logo: Sandia National Laboratories] [Logo: ARC-CNRC]
**Time-Resolved LIBS (TRELIBS) of Air**

a.) Broadband emission from laser-induced spark

b.) LIBS spectra

![Graph showing broadband emission and LIBS spectra](Image)
Time-Resolved LIBS (TRELIBS) of Air

a.) Broadband emission from laser-induced spark

b.) LIBS spectra

Delay:Gate-width (µs)

0.1:0.05

1.0:0.05

5.0:5.0

C I (CO₂/air=0.03%)
TRELIBS of Ca from Ash in Diesel Exhaust

Count\textsubscript{max} = 15k

Delay=50\ \mu s
Gate=50\ \mu s

Ca

Ca\textsuperscript{+}

Wavelength (nm)
Real-Time LIBS via Bandpass Filters

Delay=50 µs
Gate=50 µs

Ca^+
**Current Status of HELD**

- Turn-key commercial AC-LII instruments are in use.
- Anticipate interest in LII/ELS using Rayleigh-Debye-Gans polydisperse fractal aggregate theory (RDG/PFA) for aggregate morphology.
- LI DELS needs further evaluation and substantial development to prove viability as a quantitative technique, but there is strong industry interest.
- LIBS has yet to generate much interest (and would require substantial development).
Acknowledgements

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… and don’t forget to visit Poster 29 for examples of AC-LII applications