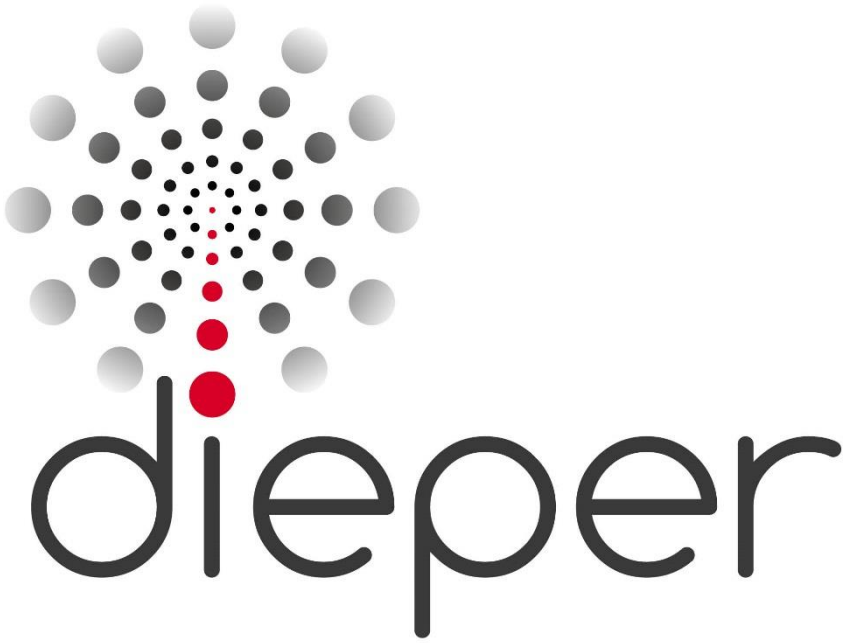

Diesel efficiency improvement with Particulates and emission Reduction

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4 - CMT - Universitat Politecnica de Valencia – ES
5 - JM - Johnson Matthey Plc - UK
6 – CONTI – Continental Automotive France SAS – FR
7 – BOSCH – Robert Bosch GmbH - DE
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Publishable Executive Summary

Dieper develops advanced diesel engine technologies for passenger cars and Light Commercial Vehicles (LCV). The WP4 of this project focuses on new combustion concepts for passenger cars. This work is strongly linked with the development of new exhaust aftertreatment systems carried out in WP2. Thus, the specialists of WP2 proposed suitable catalyst formulations for the specific application and provided the relevant conversion characteristics. The aftertreatment system configuration and the specification of the individual components have been carried out in WP4. The layout and specification defined a matrix of system configurations and test cycles which were simulated. The following strategy was pursued:

- Optimization of close coupled configuration (E-Heater/ LNT/ PNA/ DOC)
- Optimization of Diesel particulate filter and NOx conversion (SCR/ SDPF/ cDPF)
- Specification of underfloor SCR catalyst and Ammonia slip catalyst
- Characteristics of optimum total exhaust aftertreatment system

7 Acknowledgment

Disclaimer

This document reflects the views of the author(s) and does not necessarily reflect the views or policy of the European Commission. Whilst efforts have been made to ensure the accuracy and completeness of this document, the dieper consortium shall not be liable for any errors or omissions, however caused.

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