Advanced Emission Control Concepts for Diesel Engines 2016
Methodologies to fulfil RDE requirements – Future emission targets – Latest emission reduction technologies

10 – 12 May 2016 | Hilton Bonn, Germany

- Understand pathways for modern diesel-engines to support CO₂ reduction while meeting stringent RDE requirements
- Discuss tailpipe emission limits and its impact on future interplay amongst CO₂, fuel economy and NOₓ
- Find out about current and future US emissions regulations and developmental pathways to production
- Discover AdBlue-dosing systems for SCR-technology and get to know how to guarantee proper implementation and functionality
- Discuss the consequences of the VW saga and find out the conceptual answer of diesel engine technology to comply with RDE targets

Meet experts from the following companies:

Benefit from our interactive workshops:

A: Assessing and controlling particulate emissions through on-road studies
B: The new metrics of the emissions landscape: Where are we heading to?
C: Challenges of the onboard fuel reforming in improving gasoline engine fuel economy and particulate matter emissions
CONFERENCE FEATURES:

► Full access to 2 days of main conference
► Welcome networking coffee reception
► Choice of 3 in-depth workshops
► Full access to exhibition area
► 10+ in-depth expert presentations
► 5+ hours of interactive sessions
► Dedicated networking dinner on day one
► Lunch and refreshments throughout all conference days and workshop day
► Post-show access to conference presentations

HOT TOPIC AREAS:

► Legal framework
► Future emission controls
► Light Duty LEV-III/Tier 3
► Low NOx regulations for Heavy Duty On-Highway
► Future Tier 5 Off-Highway Regulations
► AdBlue-dosing systems
► SCR technology
► PEMS testing / RDE requirements
► Testing challenges
► Particle number

Learn from these experts among others:

Sebastien Potteau, Engine and System Department Manager, Valeo S.A., France
Ignacio Garcia-Lorenzana, Technical Lead SCR/DEF Systems, Adam Opel AG, Germany
Greg Archer, Program Manager Clean Vehicles, European Federation for Transport and Environment, Belgium
Dr.-Ing. Ina Gristede, Senior Manager Regional, Umicore AG & Co. KG, Germany
Mansour Masoudi, Director, Emissol LLC, USA
Pär Gabrielson, General Manager Automotive R&D, Haldor Topsøe A/S, Denmark

MEDIA PARTNERS:

Engine Technology International is the world’s only international publication dedicated to showcasing the next-generation technology, components and development tools for the design and development of vehicle engines. The magazine is published four times a year and sent to over 12,500 powetrain engineers from the world’s leading automotive engine manufacturers. The magazine was recently voted the best Technical Publication/Website of the Year at the 2013 headlineauto Journalism and PR Awards.

DieselNet is an internet information service on clean diesel engines, engine emissions and related topics including emission regulations, emission control technologies, measurement, health, and environmental effects. DieselNet is addressed to engineers, researchers and students working with diesel emissions, as well as to diesel engine users who have to deal with emission related problems. DieselNet is in part a subscription-based service. DieselNet subscribers receive access to DieselNet Technology Guide – a collection of comprehensive online technical reference papers on diesel emission control - and a monthly email newsletter, DieselNet Update (ISSN 1718-3537) covering regulatory, technical, and business news in diesel engines and emission technologies. www.dieselnet.com

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Additional speakers you will meet in Bonn:

- **Ignacio Garcia-Lorenzana**, Technical Lead SCR/DEF Systems, Adam Opel AG, Germany
- **Jürgen Bredenbeck**, Managing Director, A&D Europe GmbH, Germany
- **Dr. Tue Johannessen**, Chief Technology Officer, Amminex Emissions Technology A/S, Denmark
- **Seppe Geerinck**, Global Product Market Manager, Business Development, Bekaert N.V., The Netherlands
- **Petter Dahlander**, Associate Professor, Chalmers University of Technology, Sweden
- **Timothy Johnson**, Director of Emerging Technologies, Corning Incorporated, United States
- **Nick Molden**, CEO, Emission Analytics, United Kingdom
- **Mansour Masoudi**, Director, Emissol LLC, USA
- **Greg Archer**, Program Manager Clean Vehicles, European Federation for Transport and Environment, Belgium
- **Alberto Vasallo**, Global Technical Specialist, Diesel Combustion Systems, General Motors, Italy
- **Andrea De Filippo**, Lead Performance Emissions Engineer, General Motors, Italy
- **Pär Gabrielsson**, General Manager Automotive R&D, Haldor Topsøe A/S, Denmark
- **Chris Morgan**, Technology Director, Johnson Matthey plc, United Kingdom
- **Nicolai Schumacher**, Senior Manager SCR Global, Kautex Textron GmbH & Co. KG, Germany
- **Per Tunestål**, Professor, Lund University, Sweden
- **Giovanni Vagnoni**, Project Engineer, RWTH Aachen University – VKA, Germany
- **Cary Henry**, Manager Catalyst and Aftertreatment R&D, Southwest Research Institute, USA
- **Toppi Rönkkö**, Research Manager, Tampere University of Technology, Finland
- **Leif-Erik Schulte**, Head of Department Engines / Commercial Vehicles, TÜV NORD Mobilität, Germany
- **Dr.-Ing. Ina Grißtede**, Senior Manager Regional, Umicore AG & Co. KG, Germany
- **Markus Dietrich**, Research Assistant, University of Bayreuth, Germany
- **Wolfgang Mühlbauer**, Scientific Assistant, Dipl.-Ing., Department of Engineering Thermodynamics and Transport Processes (LTTT), Bayreuth Engine Research Center (BERC), University of Bayreuth, Germany
- **Dr. Athanasios Tsolekis**, Reader in Thermodynamics, University of Birmingham, United Kingdom
- **Prof. Dr. rer. nat. Dr. h.c. mult. Rainer Gadow**, Dean of the Faculty of Mechanical, Production and Automotive Engineering and Director of the Institute for Manufacturing Technologies of Ceramic Components and Composites, University of Stuttgart, Germany
- **Yolanda Bravo**, Engineer R&D Advanced, Developments / EGRC Expert Thermal Powertrain, Valeo S.A., Spain
- **Sebastien Potteau**, Engine and System Department Manager, Valeo S.A., France
08:00 Registration & welcome coffee

Who is Who
Discover who else is participating in the conference. The matchmaking picture wall will help you identify who you want to meet at the conference.

In cooperation with FUJIFILM

Please note that we start the day off with joint sessions. Meet and discuss with your peers from:
Advanced Emission Control Concepts for Gasoline Engines 2016

08:45 Welcome & opening address of the chairman
Timothy Johnson,
Director – Emerging Technologies and Regulations,
Corning Incorporated, USA

Future emission legislation and market forecast
09:00 Legal framework and the future of emission controls
• Framework, background, reasoning behind it
• Legislative changes regarding emissions for gasoline and diesel engines
• Implications for the automotive industry
  Greg Archer,
  Program Manager Clean Vehicles,
  European Federation for Transport and Environment, Belgium

09:45 Speed Networking
Get in touch with the other conference guests in quick paced 1-1 meetings – make sure you bring a stack of business cards.

10:15 Refreshment break & networking

10:45 Current and future US emissions regulations and developmental pathways to production
• Light duty LEV-III/Tier 3 emissions update
• Impeding low NOx regulations for heavy duty on-highway
• Perspectives on future Tier 5 off-highway regulations
  Cary Henry,
  Manager Catalyst and Aftertreatment R&D,
  Southwest Research Institute, USA

11:30 A history of NOx emission reduction
• What is unique about NOx reduction
• Where did NOx reduction start from; its path so far
• Challenges and historical lessons
  Mansour Masoudi,
  Director,
  Emissol LLC, USA

12:15 Networking luncheon
Chairman:
Mansour Masoudi, Director, Emissol LLC, USA

Potential of diesel engine optimization to reduce emissions
13:45 Combustion system design and development process for modern automotive diesel engines
• Introduction
• Overview of combustion system design & development process
• Discussion of analytical tools definition and their validation based on prototype hardware testing
• Review of state-of-the-art experimental techniques for in-cylinder unsteady combustion processes
  Alberto Vasallo
  Global Technical Specialist, Diesel Combustion Systems,
  General Motors, Italy

14:30 A novel in-cycle based NOx reduction strategy using direct injection of AdBlue
• Direct injection of AdBlue improves dosing accuracy during transients, enables non-catalytic Nox reduction and may reduce catalyst requirement
• Injection timing is essential (window between non-catalytic threshold and ammonia oxidation)
• Injector placement crucial to prevent engine damage
  Per Tunestål,
  Professor,
  Lund University, Sweden

15:15 Pathways for modern diesel engines to support CO2 reduction strategies while meeting stringent RDE requirements
• Introduction and challenges
• Current status and analysis
• Technical approaches and solutions
• Summary and conclusions
  Giovanni Vagnoni,
  Project Engineer,
  RWTH Aachen University – VKA, Germany

16:00 Afternoon coffee break & networking opportunity

16:30 AdBlue-dosing systems for SCR-technology
• Latest improvements of AdBlue-dosing systems
• How to guarantee proper implementation and functionality
• Challenges of missing infrastructure, temperature and advantages
  Ignacio Garcia-Lorenzana,
  Technical Lead SCR/DEF Systems,
  Adam Opel AG, Germany

17:15 Direct Ammonia SCR: Future-proof solution for Real Driving Emissions
• Major cities continue to struggle with high NOx/NO2 concentrations
• Real World Driving: A challenge for emission control systems
• Direct NH3 dosing from ASDSs: Full SCR potential at low exhaust temperature
• Robust DeNOx solution without fuel penalty
• Field data from fleet of 300 vehicles with live NO Tracker
  Dr. Tue Johannessen,
  Chief Technology Officer,
  Amminex Emissions Technology A/S, Denmark

18:00 Open mic stage – ‘The stage is yours!’
What will be the conceptual answer of diesel engine technology to comply with future RDE targets?
• What are the greatest challenges of RDE?
• Which concepts to fulfil RDE targets will be the most promising?
• Efficiency, compatibility and costs – mission impossible to combine these requirements successfully?

18:30 End of sessions

19:00 Evening event
Join us for a casual evening reception and dinner to let the first conference day come to an end over food and drinks in a casual atmosphere.
Emission Control Concepts for Diesel Engines 2016

Conference Day Two | Wednesday, 11 May 2016

08:30 Registration & welcome coffee
08:55 Welcome & opening address of the chairman
Mansour Masoudi, Director, Emission LLC, USA

Innovative concepts of aftertreatment systems for diesel engines to minimize NOx

09:00 Challenge clean diesel: Robust exhaust aftertreatment fulfilling RDE and CO2
- Overview NOx aftertreatment systems
- DOC/SDPF versus NSC/SDPF exhaust system
- Influence of hybridization on the performance of the aftertreatment system
Dr.-Ing. Ina Grinstede, Senior Manager Regional, Umicore AG & Co. KG, Germany

09:45 Use of vanadium-SCR for passive Euro 6 systems
- Cost effective
- Passive soot generation
- High NOx low soot engines
- Sulphur tolerance
Får Gabrielson, General Manager Automotive R&D, Haldor Topse A/S, Denmark

11:00 SCR challenges for tank system supplier
- History of SCR Tank systems
- Product influence on the SCR system
- Responsibility on customer satisfaction
Nicolai Schumacher, Senior Manager SCR Global, KAUTEX TEXTRON GMBH & CO. KG, Germany

11:45 Impact of PM chemical composition generated with different diesel fuels on soot reactivity
- Efficient DPF regeneration
- Oxidation behavior of particulate matter (PM) emitted by different diesel fuels and engine operating parameters
- Analysis of PM reactivity and its chemical composition
- Impact of ash and oxygen content in the emitted PM on its reactivity
Wolfgang Mühlbauer, Scientific Assistant, Dipl.-Ing., Department of Engineering Thermodynamics and Transport Processes (LTTT), Bayreuth Engine Research Center (BERC), University of Bayreuth, Germany

12:30 Networking luncheon

Emission reduction through electrification of diesel engines

14:00 Reducing NOx emissions from diesel engines & improving CO2 emissions with the support of electrification
- Description of the environment and the issues
- The Valeo electrification road map
- Presentation of the simulation model developed
- Identification of the benefits to bring electrification in order to reduce diesel emissions
- Summary of the results
- Conclusions
Sebastien Potteau, Engine and System Department Manager, Valeo S. A., France

14:45 Emission testing technologies for diesel engines
- PEMS testing on non-road mobile machinery
- PEMS installation on NRMM
- Vehicle and cycle selection
- Testing challenges
- Data evaluation
Leif-Erik Schulte, Head of Department Engines / Commercial Vehicles, TÜV NORD Mobilität, Germany

15:30 ROUND TABLE SESSION
Make your choice: During three roundtables you will get the chance to discuss with your peers on a topic that interests you most. Meet other experts and exchange on your opinion and pressing challenges and get insights into challenges and solution-approaches of your peers.
The roundtable discussions will run parallel. Results will be presented in a plenary session at the end.

A: What will be the consequences of the VW-diesel scandal?
- What will be the impact on emission legislation?
- What will be the technological answer to the affair?
- Why is the diesel scandal revealed right now, but not earlier?
Prof. Dr. rer. nat. Dr. h.c. mult. Rainer Gadow, Dean of the Faculty of Mechanical, Production and Automotive Engineering and Director of the Institute for Manufacturing Technologies of Ceramic Components and Composites, University of Stuttgart, Germany

B: How big is the potential of plug-in hybrids in comparison to diesel technology?
- How important is the diesel combustion engine?
- Will this technology still be around the next 20 years?
- Why or why not?
Andrea De Filippo, Lead Performances Emissions Engineer, General Motors, Italy

C: What are the challenges for heavy duty and commercial vehicles’ emission reduction?
- How to comply with even more stringent NOx reduction?
- How difficult is it to reduce costs in this area?
- What will be the impact on the aftermarket?
Andrea De Filippo, Lead Performances Emissions Engineer,
General Motors, Italy

16:00 Presentation of roundtable discussions
16:15 Closing remarks of Mansour Masoudi and end of sessions

17:00 Workshop C
- Challenges of the onboard fuel reforming in improving gasoline engine fuel economy and particulate matter emissions
The main aim of the workshop is to explore how onboard fuel reforming can improve the fuel economy and particulate matter emissions and to identify the main challenges and limitations of this procedure.
- Presenting the exhaust gas reforming on-board hydrogen production
- Presenting engine fuel economy and emissions benefits fuel reforming can provide
- Influence of fuel reforming on engine PM morphology
- Identifying challenges and limitations in introducing fuel reforming in vehicles
Please note, that this is an interactive session. Participants are welcome to prepare their questions in advance and share their experience within this discussion group.
Dr. Athanasios Tsolakis, Reader in Thermodynamics, University of Birmingham, United Kingdom

To Register | T +49 (0)30 20 91 33 88 | F +49 (0)30 20 91 32 40 | E eq@iqpc.de | www.emission-control-diesel.com/MM
Join us interactive workshops and benefit from in-depth sessions, hosted by selected industry experts. In our unique workshops, industry experts will share their experience with a limited group of peers. Our workshop leaders provide in-depth knowledge and will actively foster open exchange and discussion to help you face challenges, discover solutions and make decisions crucial to business excellence.

09:00 - 11:00  Workshop A:  
Assessing and controlling particulate emissions through on road studies
The workshop aims at figuring out recent findings related to real-world particle emissions and the possibilities and limitations of on-road emission studies. The roles of PEMS, chasing and roadside measurements will be discussed as well as the need for parallel laboratory studies.
- Determining the physical characteristics and emissions of particles emitted by gasoline engines
- Laboratory and on road studies of particulate emissions
- Summary and discussion
Please note, that this is an interactive session. Participants are welcome to prepare their questions in advance and share their experience within this discussion group.
Toppi Rönkkö, Research Manager, Tampere University of Technology, Finland

11:00 - 13:00  Workshop B:  
The new metrics of the emissions landscape: Where are we heading to?
Meeting tailpipe emission limits means arriving at an intersection of different challenges, amongst which one may note:
- Real Driving Emission (RDE): Impact on the regulatory implementation
- The landscape of lower-cost aftertreatment systems
- Interplay amongst CO₂, fuel economy and NOₓ
- Particle number, GDI and the VW saga
This interactive session will discuss What the new “balance point” of emissions implementation look like.
Please note, that this is an interactive session. Participants are welcome to prepare their questions in advance and share their experience within this discussion group.
Mansour Masoudi, Director, Emissol LLC, USA
EVERY REGISTRATION INCLUDES A COMPLIMENTARY MEMBERSHIP TO AUTOMOTIVE IQ

### Conference Packages

<table>
<thead>
<tr>
<th>Package</th>
<th>Standard Price</th>
</tr>
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<tbody>
<tr>
<td>Platin Conference and three workshops</td>
<td>€ 3.799,- + VAT</td>
</tr>
<tr>
<td>Gold Conference and two workshops</td>
<td>€ 3.499,- + VAT</td>
</tr>
<tr>
<td>Silver Conference and one workshop</td>
<td>€ 3.199,- + VAT</td>
</tr>
<tr>
<td>Bronze Conference</td>
<td>€ 2.699,- + VAT</td>
</tr>
</tbody>
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### Workshop Choices

- **Workshop A**
  - Assessing and controlling particulate emissions through on road studies on Thursday, 12 May 2016

- **Workshop B**
  - The new metrics of the emissions landscape: Where are we heading to on Wednesday, 11 May 2016

- **Workshop C**
  - Challenges of the onboard fuel reforming in improving gasoline engine fuel economy and particulate matter emissions on Thursday, 12 May 2016

### Payment Methods

- **By Credit Card:**
  - Card No
  - Expiry date
  - Security code
  - Cardholder’s name

- **By Cheque:**
  - Made payable to IQPC Gesellschaft für Management Konferenzen mbH

### Venue and Accommodation

**Hilton Bonn**

Berliner Freiheit 2

53111 Bonn

Fon: +49 (0)228 72690

Email: Info.bonn@hilton.com

Please always quote the booking reference IQPC-Berlin.

**Hotel accommodation and travel costs are not included in the registration fee.**

**Hotel accommodation**

- **Standard Price**
  - € 259,– + VAT
  - € 349,– + VAT
  - € 499,– + VAT

**Payment Terms**

Payment is due on receipt of the invoice.

### 4 Ways to Register

**Fax:** +49 (0)30 20 91 32 40

**Post:** IQPC Gesellschaft für Management Konferenzen mbH

Friedrichstraße 94

10117 Berlin, Germany

**Online:** www.emission-control-diesel.com/MM

**Email:** eq@iqpc.de

**For further information**

Phone: +49 (0)30 20 91 33 88

**BOOKING CODE**

PDFW

### Additional Information

- **Conference documentation**
  - Will be sent 6 weeks after the event

- **Documentation**
  - Will be issued in lieu of payments made towards a future IQPC GmbH event. Valid for one year from the date of issue. IQPC GmbH is responsible for any loss or damage as a result of a substitution, alteration, postponement or cancellation of an event due to causes beyond its control, including, without limitation, natural disasters, sabotage, accident, trade or industrial disputes or hostilities.

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  - Hotel accommodation and travel costs are not included in the registration fee.

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