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(54) **EXHAUST AFTERTREATMENT PACKAGING
FOR A DIESEL GENSET**

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(71) Applicant: **CUMMINS CAL PACIFIC, LLC,**
Irvine, CA (US)

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(72) Inventors: **Herman Van Niekerk**, Fullerton, CA
(US); **Farzan Roshdieh**, Yorba Linda,
CA (US); **Mark Yragui**, Coto de Caza,
CA (US)

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(73) Assignee: **CUMMINS CAL PACIFIC, LLC,**
Irvine, CA (US)

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Primary Examiner — Jill Warden

Assistant Examiner — Joye L Woodard

(74) Attorney, Agent, or Firm — Faegre Baker Daniels LLP

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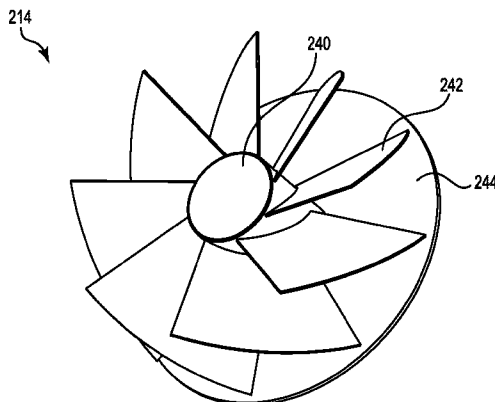
(57) **ABSTRACT**

An exhaust aftertreatment system for a diesel-powered genset includes a Diesel Exhaust Fluid (DEF) injection system, a housing, a Selective Catalyst Reduction (SCR) section disposed within the housing and a support configured to support the exhaust aftertreatment system. The DEF injection system includes a housing having an inlet region and an outlet region. A stationary upstream mixer increases turbulence of exhaust entering the inlet region. A stationary downstream mixer increases turbulence of exhaust exiting the outlet region. The DEF injection system includes a DEF injector. The SCR section includes a housing having an inlet and outlet, an SCR catalyst mounted in the housing, and a diameter that is greater than a diameter of the DEF injection section housing. A Diesel Particulate Filter (DPF) section can be disposed within the housing between the DEF injection section and the SCR section.

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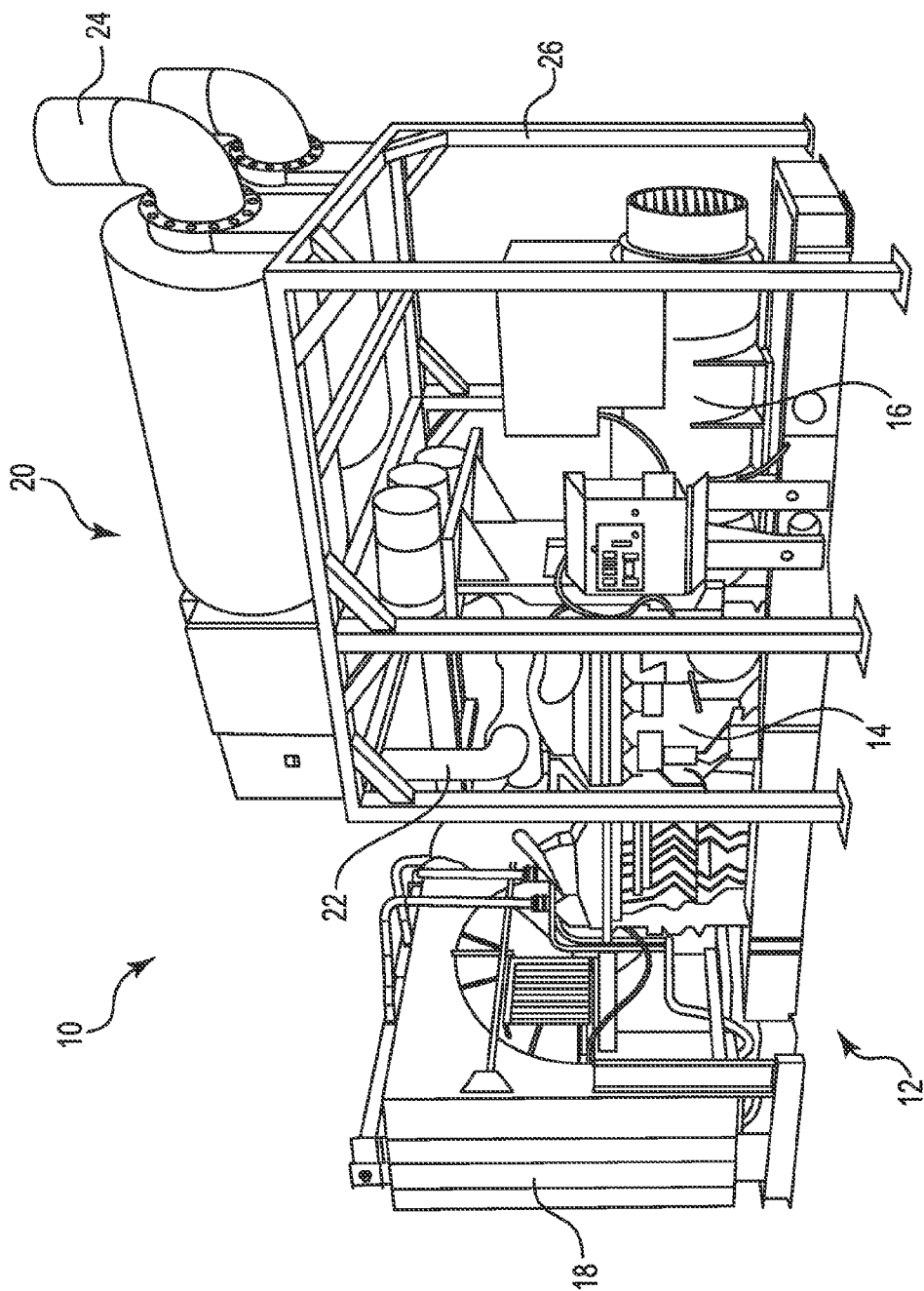


Fig. 1

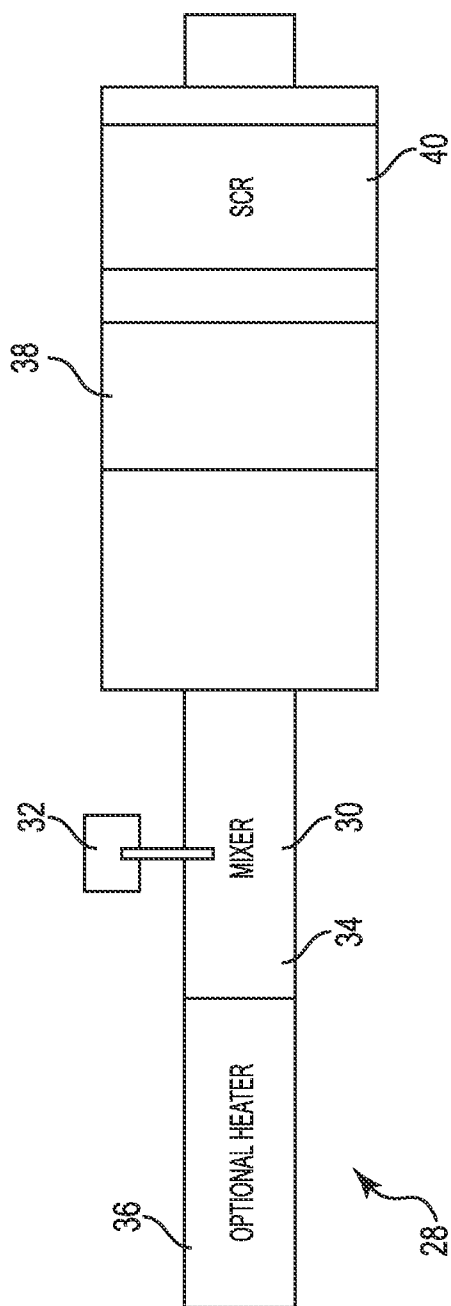


Fig. 2

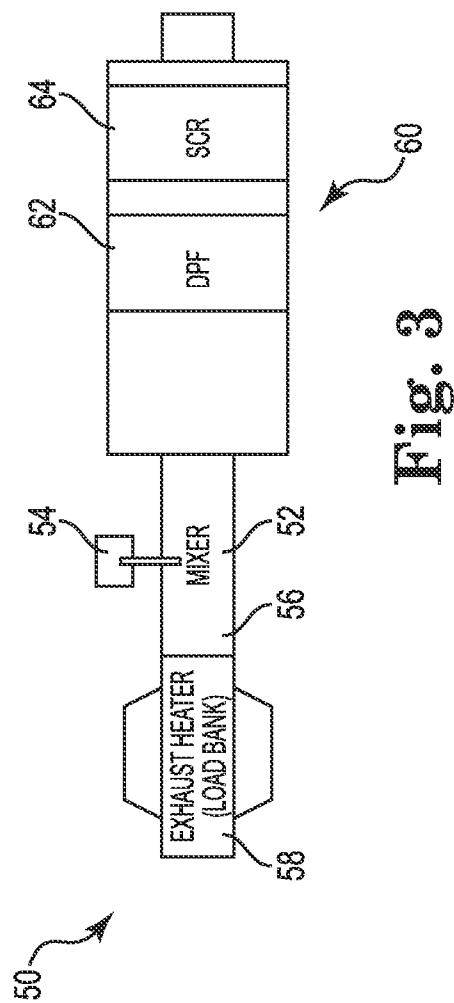


Fig. 3

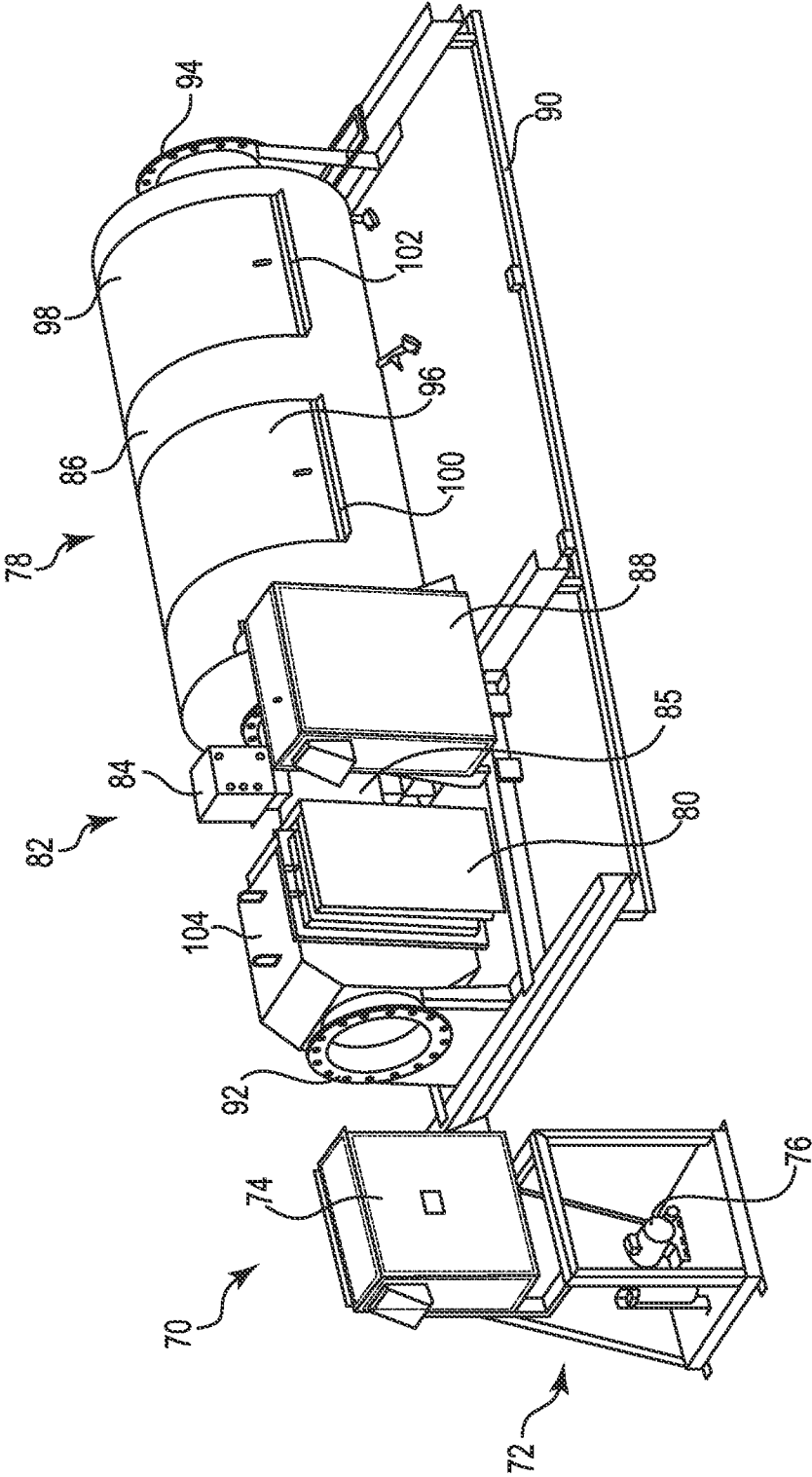


Fig. 4

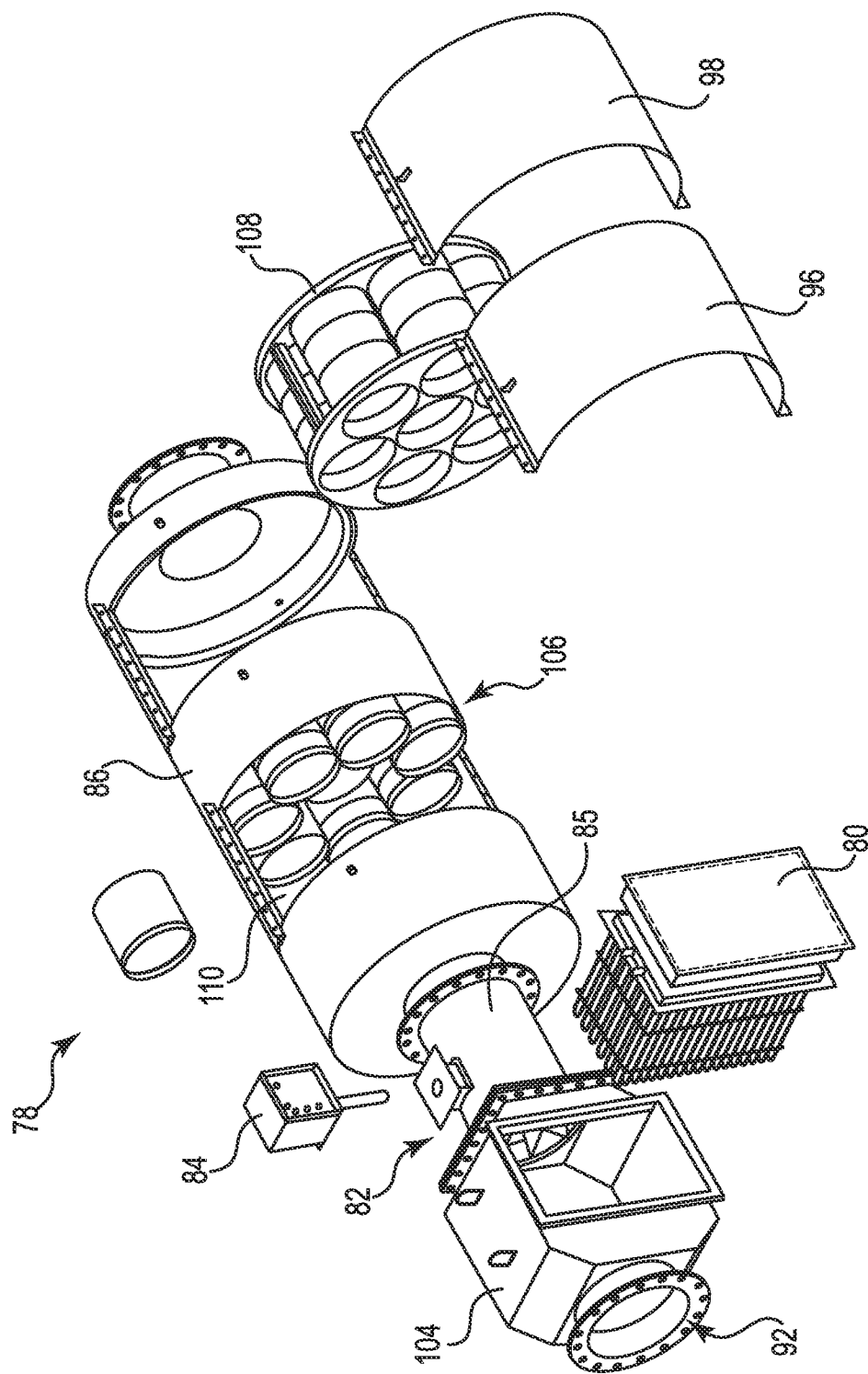


Fig. 5

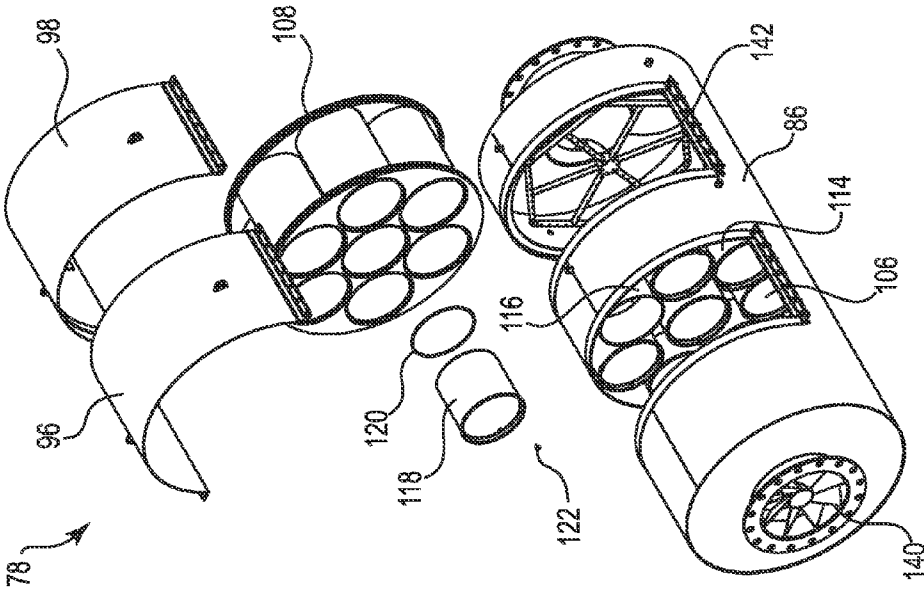


Fig. 6

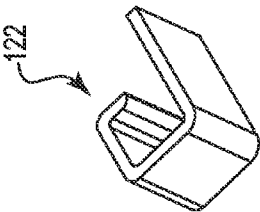


Fig. 7

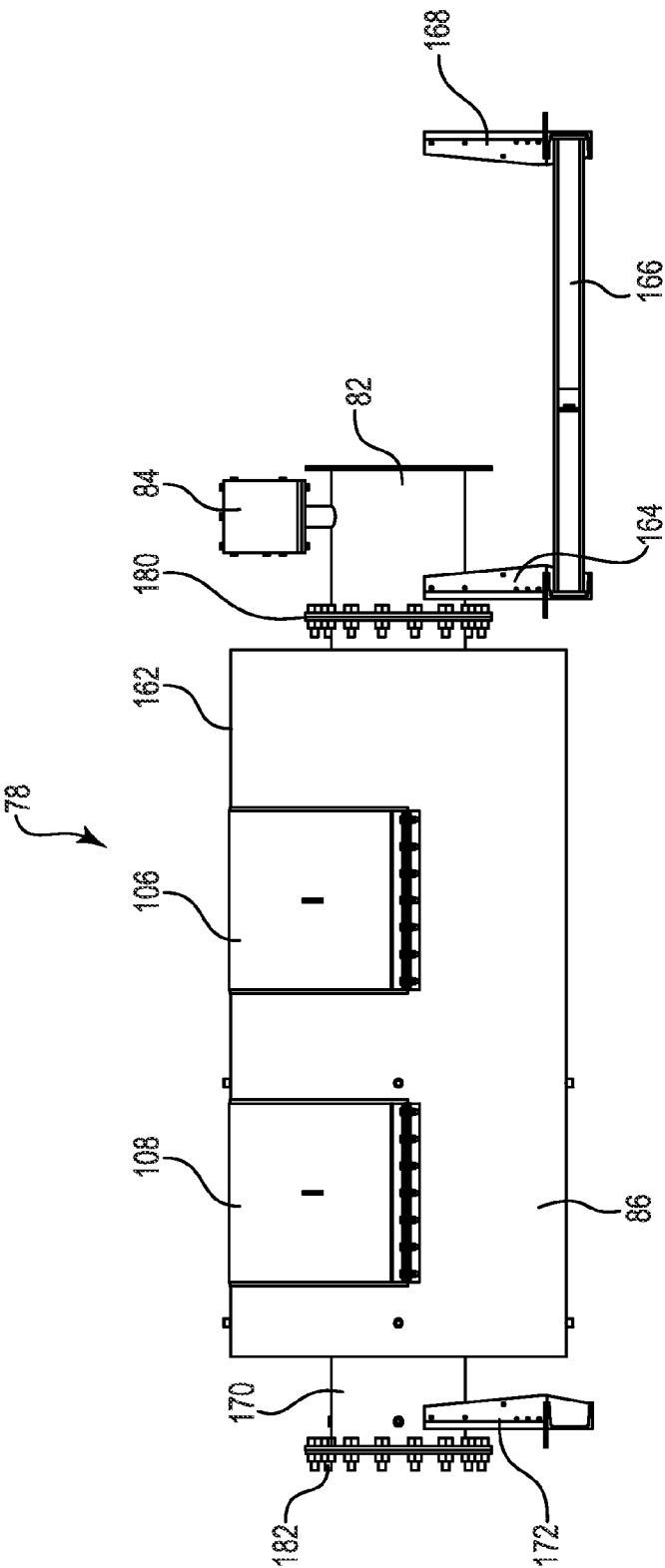


Fig. 8

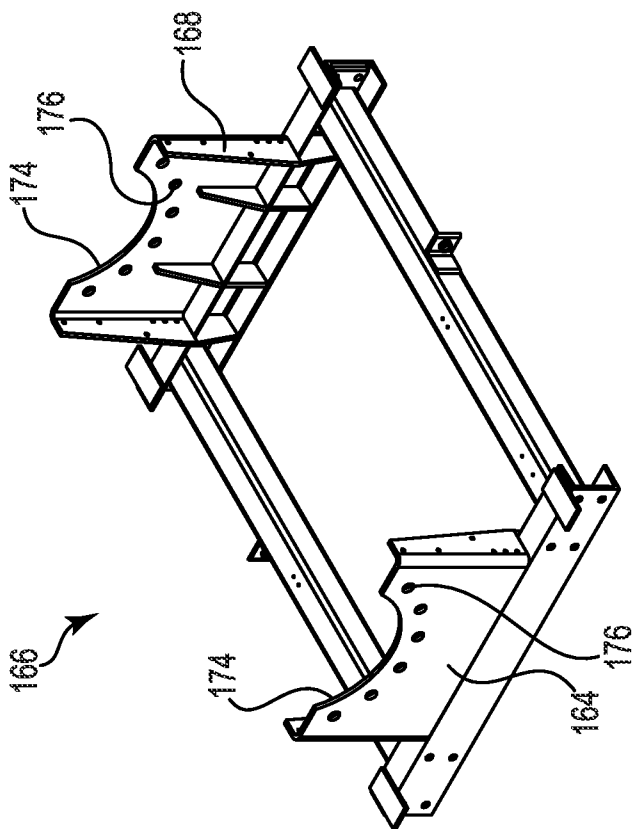


Fig. 9

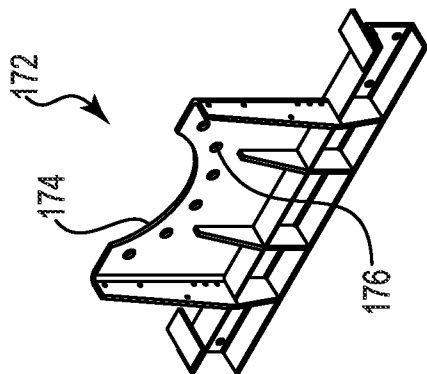


Fig. 10

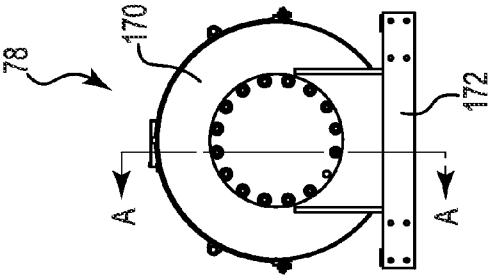


Fig. 11

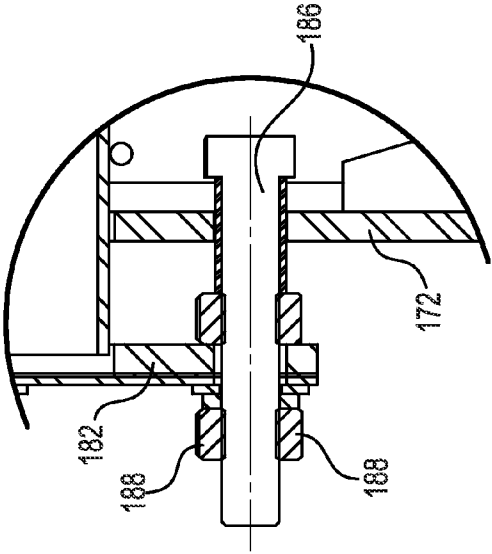


Fig. 12

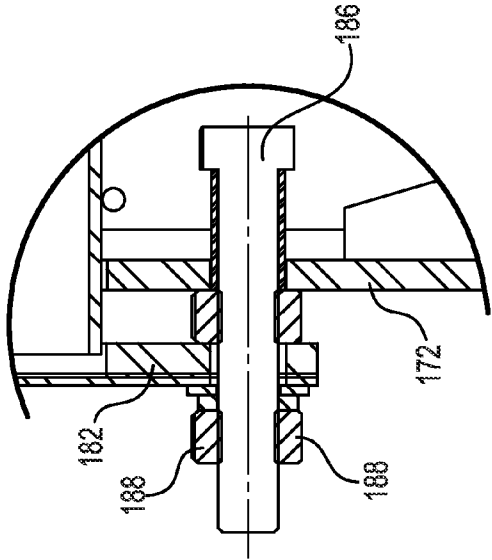


Fig. 13

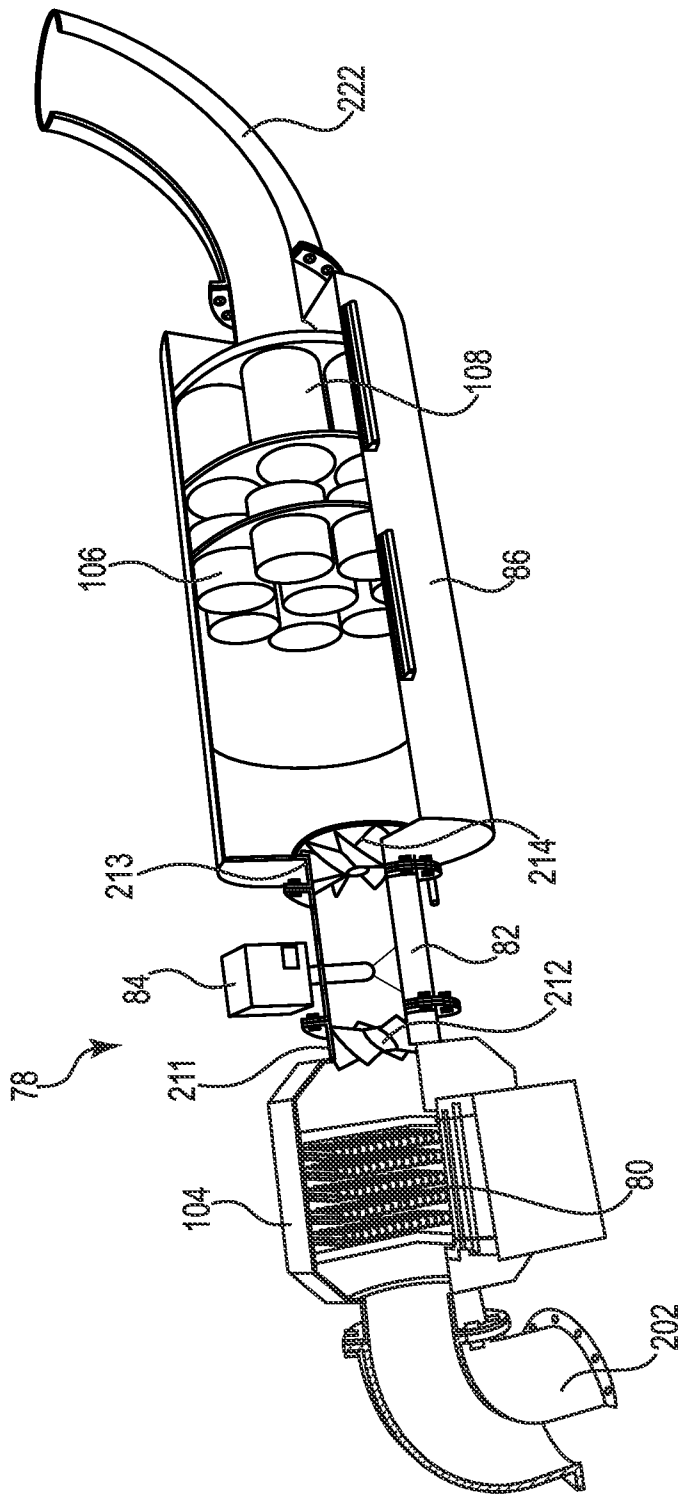


Fig. 14

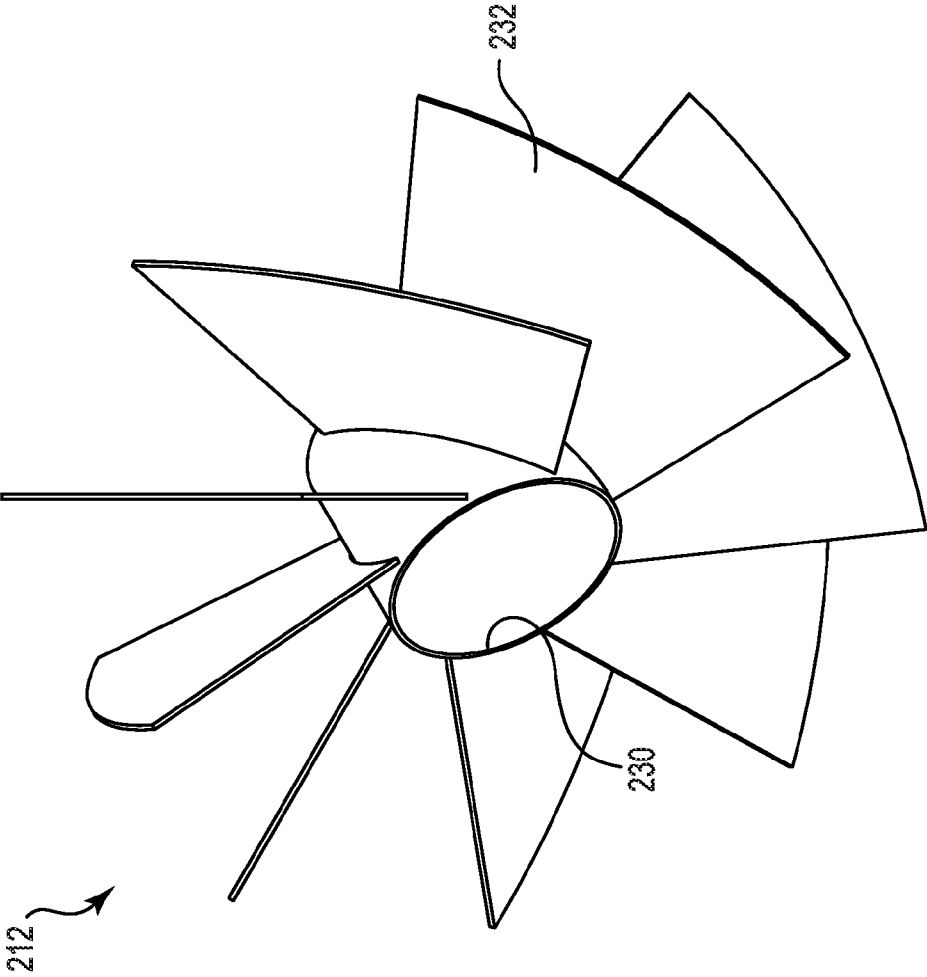


Fig. 15

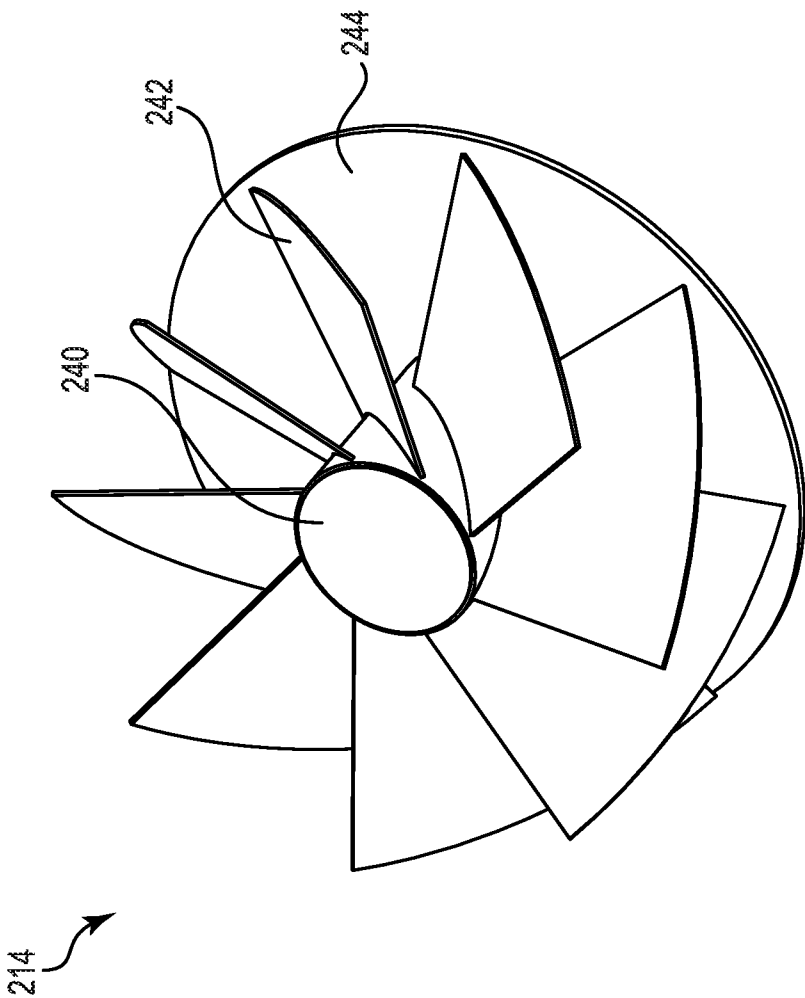


Fig. 16

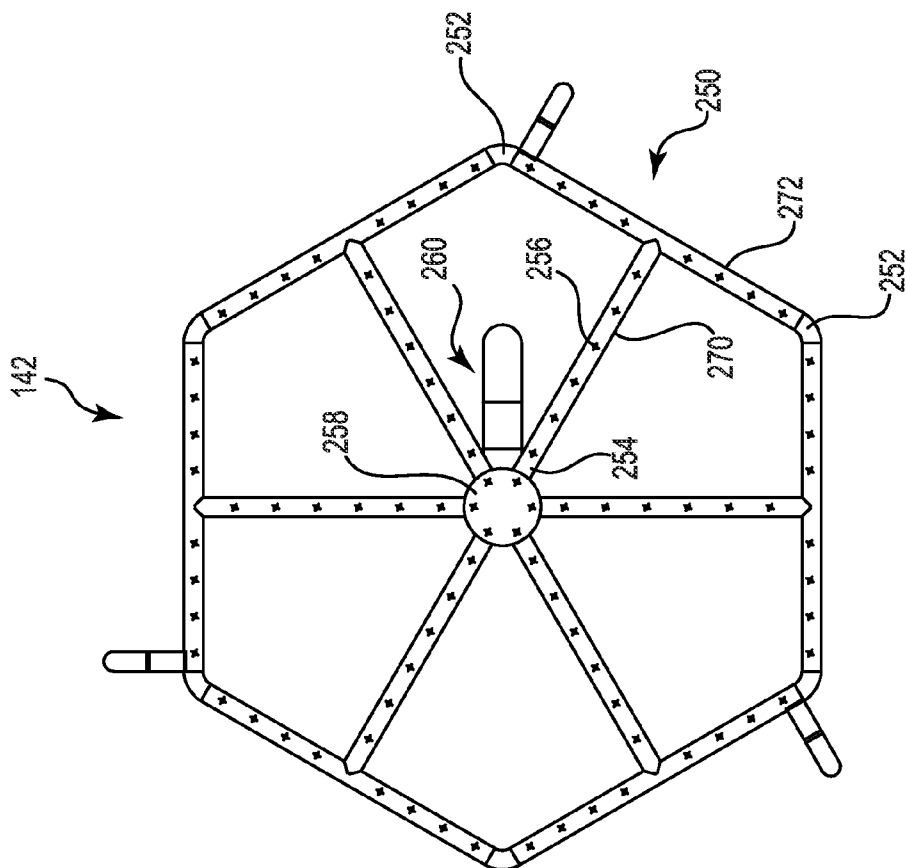


Fig. 17

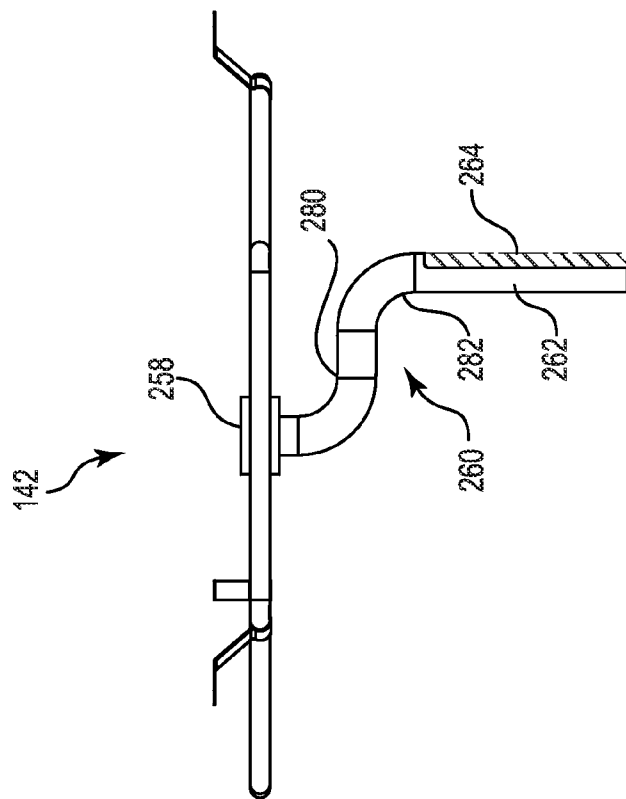


Fig. 18

1

EXHAUST AFTERTREATMENT PACKAGING FOR A DIESEL GENSET

TECHNICAL FIELD

The present invention relates generally to engine exhaust aftertreatment systems for diesel-powered generators and more particularly to exhaust aftertreatment systems for diesel-powered generators.

BACKGROUND

Exhaust emissions from internal combustion engines are a significant contributor to pollution in the environment. In particular, nitric oxide (NOx) emissions contribute to smog and acid rain. NOx, which includes both nitrogen oxide and nitrogen dioxide, is a byproduct of the combustion of fossil fuels, and diesel engines are regarded as a major generator of NOx. Diesel engines can also be a significant source of soot and other particulate matter.

To reduce the levels of soot and other particulate matters emitted into the atmosphere, the exhaust systems of diesel engines include a system for removing these materials. A Diesel Particulate filter (DPF) physically captures soot and other particulate matter in the diesel exhaust. The captured material can then be combusted once captured if the aftertreatment system is operated at a sufficiently high temperature.

To reduce the levels of NOx emitted into the atmosphere, the exhaust systems of diesel engines include a system for the Selective Catalytic Reduction (SCR) of NOx in which a urea solution is injected in the exhaust stream upstream of the catalytic converter. After injection into the exhaust stream, the urea solution evaporates and mixes with the exhaust stream. The urea decomposes while in the exhaust system and hydrolyzes into ammonia. NOx then reacts with the thus generated ammonia in the presence of the catalyst and is catalytically reduced to non-polluting nitrogen, water and carbon dioxide.

There is an ongoing desire to further reduce exhaust emissions. Accordingly, there is an ongoing need for improvements in exhaust treatment systems.

SUMMARY

The present invention pertains to an improved exhaust treatment system. In some embodiments, an exhaust aftertreatment system for a diesel-powered generator set (genset) includes a Diesel Exhaust Fluid (DEF) injection system, a housing, a Selective Catalyst Reduction (SCR) section disposed within the housing and a support configured to support the exhaust aftertreatment system. The DEF injection system includes a housing having an inlet region and an outlet region. A stationary upstream mixer increases turbulence of exhaust entering the inlet region. A stationary downstream mixer increases turbulence of exhaust exiting the outlet region. The DEF injection system includes a DEF injector placed between the inlet region and the outlet region. The SCR section includes a housing having an inlet and outlet, an SCR catalyst mounted in the housing, and has a diameter that is greater than a diameter of the DEF injection section housing. In some embodiments, the exhaust aftertreatment system also includes a Diesel Particulate Filter (DPF) section disposed within the housing between the DEF injection section and the SCR section. In other embodiments an electrical exhaust heater is placed in the exhaust stream before the inlet region of the DEF injection system.

2

While multiple embodiments are disclosed, still other embodiments of the present invention will become apparent to those skilled in the art from the following detailed description, which shows and describes illustrative embodiments of the invention. Accordingly, the drawings and detailed description are to be regarded as illustrative in nature and not restrictive.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a perspective view of a diesel genset equipped with an exhaust aftertreatment system in accordance with embodiments of the present invention.

FIG. 2 is a schematic illustration of an exhaust aftertreatment system in accordance with embodiments of the present invention.

FIG. 3 is a schematic illustration of an exhaust aftertreatment system in accordance with embodiments of the present invention.

FIG. 4 is a perspective view of an exhaust aftertreatment system in accordance with embodiments of the present invention.

FIG. 5 is an exploded perspective view of the exhaust aftertreatment system shown in FIG. 4.

FIG. 6 is an exploded perspective view of a portion of the exhaust aftertreatment system shown in FIG. 4.

FIG. 7 is a perspective view of a mounting clip useable in an exhaust aftertreatment system in accordance with embodiments of the present invention.

FIG. 8 is an elevation view of an exhaust aftertreatment system in accordance with embodiments of the present invention.

FIG. 9 is a perspective view of the mounting saddle assembly shown in FIG. 8.

FIG. 10 is a perspective view of the end mounting saddle shown in FIG. 8.

FIG. 11 is an end view of the exhaust aftertreatment system of FIG. 8.

FIG. 12 is an enlarged portion of a cross-section taken along line A-A of FIG. 11, showing the rear mounting saddle assembly in an expanded position.

FIG. 13 is an enlarged portion of a cross-section taken along line A-A of FIG. 11, showing the rear mounting saddle assembly in a contracted position.

FIG. 14 is a cutaway perspective view of an exhaust aftertreatment system in accordance with embodiments of the present invention.

FIG. 15 is a perspective view of the stationary upstream mixer shown in FIG. 14.

FIG. 16 is perspective view of the stationary downstream mixer shown in FIG. 14.

FIG. 17 is an end view of an exhaust gas collector useful in an exhaust aftertreatment system in accordance with embodiments of the present invention.

FIG. 18 is a side view of the exhaust gas collector of FIG. 17.

While the invention is amenable to various modifications and alternative forms, specific embodiments have been shown by way of example in the drawings and are described in detail below. The intention, however, is not to limit the invention to the particular embodiments described. On the contrary, the invention is intended to cover all modifications, equivalents, and alternatives falling within the scope of the invention as defined by the appended claims.

DETAILED DESCRIPTION

The present invention pertains generally but not exclusively to aftertreatment exhaust systems for stationary diesel-

3

powered generators. These aftertreatment systems are configured to meet or exceed certain emissions standards, such as the present EPA Tier 4 Interim and Tier 4 Final requirements. Stationary diesel-powered generators tend to include substantial diesel engines that produce large volumes of exhaust that needs to be treated before release into the atmosphere. In some instances, the diesel engines powering the generators can be in the range of about 30 liters to about 78 liters or more in cylinder displacement. Often the exhaust ducts of such systems are also quite large in diameter and, as such, normal assumptions on the uniformity of the make-up of the exhaust system and uniform mixing of materials injected into the exhaust stream no longer apply. Accordingly, the aftertreatment exhaust systems described herein are configured to accommodate large volumes of diesel exhaust while minimizing the space requirements of the aftertreatment exhaust system.

FIG. 1 is a perspective view of a diesel genset system 10 that includes a genset 12 and an exhaust aftertreatment system 20. The genset 12 includes a diesel engine 14, an electrical generator 16 that is mechanically driven by the diesel engine 14 and a cooling system 18. The exhaust aftertreatment system 20 is fluidly connected to an exhaust outlet 22 coming from the diesel engine 14 and itself has an exhaust outlet 24. In between are several sections that will be described in greater detail with respect to subsequent drawings. In the illustrated embodiment, the exhaust aftertreatment system 20 is supported above the genset 12 via a support structure 26. The illustrated embodiment of system 10 utilizes the ceiling heights frequently found in generator rooms to minimize the overall footprint of the diesel genset system 10. In other embodiments, the exhaust aftertreatment system 20 can be located next to or behind the genset 12, or other locations.

Modern diesel exhaust aftertreatment systems utilize diesel particulate filter (DPF) to trap and oxidize soot and other particulate material in the exhaust stream. Such DPFs are typically coated with a catalyst material and are placed close to the engine so the high operation temperature so afforded combines with the catalyst coating to promote reduction of the particulate material. Diesel exhaust fluid (DEF) is generally injected and mixed into the exhaust stream after the DPF. The DEF is mixed with the exhaust gas stream and thermally decomposes to form ammonia (NH_3) which reacts with the NOx in the presence of a later selectively catalyzed reduction (SCR) catalyst to convert the NOx into nitrogen, water and small amounts of carbon dioxide.

DEF is typically not injected before the DPF due to the DPF's catalyst coating and high operating temperature, which would degrade the DEF and reduce its effectiveness. In addition, the relatively high levels of heat in the upstream exhaust tend to increase unwanted urea crystal growth on the DEF injection system and structures. As a result of this, DEF in modern diesel exhaust aftertreatment systems is typically injected after the DPF into a long section of exhaust duct that ensures that it is well mixed with the exhaust gases and sufficiently hydrolyzed into ammonia (NH_3) before entry into the later coupled SCR for catalytic reduction.

This need for mixing length increases with an increase in size of the diesel engine used, such as with those found in large stationary gensets, due to the general increase in the size of the exhaust duct. In addition, as the exhaust duct cross sectional area increases there is a tendency for the exhaust stream to mix less and remain more segregated in larger ducts. In part this is due to the aspect ratio between the duct cross section and the length of duct changing and getting smaller (i.e., the relative lengths versus cross sectional area of the exhaust ducts get shorter). As such, in large ducted systems,

4

one can rely less and less on the assumption that the exhaust stream is uniform and mixing well for the purposes of sensing the composition of the exhaust or for injecting DEF. This has tended to increase the overall size and length of large displacement diesel exhaust aftertreatment systems to meet emissions requirements. For example, DEF mixing sections for ensuring uniform distribution of DEF into the exhaust streams of some large displacement diesel gensets have been required to be over 20 feet in length to facilitate the necessary turbulence and mixing. However, many customer applications and sites cannot easily accommodate such large and lengthy after treatment systems.

Embodiments of the present invention address these issues by using a short exhaust duct DEF mixing section with one or more turbulators placed in it that then flows into a relatively larger treatment housing. The activity of the turbulators and the rapid expansion afforded by the exhaust flow into the large housing mixes the DEF at an increased rate in a short distance. In addition, the use of the large housing allows a broadened front for treatment of the slowed exhaust gas flow that has been slowed by its entrance into the housing. In one embodiment this is accomplished by utilizing commodity DPF and SCR canisters in a large broad fronted replaceable sections. In another embodiment, the DEF injection is moved in front of the DPF, which uses uncatalyzed ceramic filter sections with an exhaust gas heater. The use of the exhaust gas heater allows the aftertreatment system to compensate for the lack of a catalyst on the DPF to oxidize particulate matter and yet allows for injection of DEF in front of the DPF by minimizing the decomposition of the DEF passing through the DPF and also by further mixing the DEF into the exhaust stream as it passes through.

FIG. 2 is a schematic illustration of an exhaust aftertreatment system 28 in accordance with one embodiment of the invention. In the illustrated embodiment, the exhaust aftertreatment system 28 includes a diesel exhaust fluid (DEF) injection section 30 and a system housing 38. The DEF section 30 includes a DEF injector 32 that is configured to inject DEF into the exhaust stream passing through the exhaust aftertreatment system 28. In some embodiments, the DEF section 30 includes a mixer 34 that is configured to increase turbulence in the exhaust stream, thereby improving mixing and homogeneity of the DEF in the exhaust stream. While a single mixer 34 is indicated, in some embodiments the DEF section 30 may include a first mixer 34 located at an upstream side of the DEF section 30 and a second mixer (not illustrated) located at a downstream side of the DEF section 30.

In some embodiments, the exhaust aftertreatment system 28 may include an optional heater 36. Heater 36 is located at the upstream end of the DEF section 30 in the illustrated embodiment; if included, the heater 36 may be used to preheat the exhaust stream in order to improve the performance of the exhaust aftertreatment system 28. In some embodiments, the heater 36 is an electrical heater that is powered by the electrical output of the electrical generator 16. The heater 36, if included in a genset, can be used as an integrated load bank, serving to consume at least a portion of the electrical output of the electrical generator 16 (e.g., during periodic tests and qualification of the genset 12), avoiding the need and expense of purchasing and installing a separate load bank for this purpose and may allow control of the temperature of the exhaust to within plus or minus 10° F. of a desired operation point. For example, the heater 36 can optionally be operated in the manner disclosed in co-pending U.S. patent application Ser. No. 13/706,301, filed on even date herewith and entitled Integrated Load Bank For A Diesel Genset Exhaust After-

5

treatment System, the entire disclosure of which is expressly incorporated herein by reference for all purposes.

The system housing **38** has an internal volume in which the exhaust travels that is larger than the exhaust duct of the DEF section **30** allowing for expansion and slowing of the exhaust gas stream and additional mixing of the exhaust gases and DEF. A Selective Catalyst Reduction (SCR) section **40** is located within the system housing **38** and is positioned such that exhaust traveling through the system housing **38** will pass through the SCR section **40**. The SCR section **40** includes a catalyst that functions to remove NOx from the exhaust. DEF, which is can be an automotive grade urea-based solution, is injected into the exhaust stream via the DEF injector **32**. The DEF thermally decomposes to form ammonia (NH₃) which reacts with the NOx in the presence of the SCR catalyst to convert the NOx into nitrogen, water and small amounts of carbon dioxide. In some embodiments, particularly if the system includes an SCR section **40** but no DPF section, the housing **38** may be referred to as an SCR section housing **40**. In the illustrated embodiment, the exhaust will flow in a generally linear direction through the mixer **34** and housing **38**. It is noted that the mixing of the exhaust gases and DEF by mixer **34** and the expansion from the exhaust duct of the DEF section **30** into the housing **38** promotes operation of the SCR catalyst **40** by providing as uniform mix as possible in the relatively short distance from the DEF Injector **32** to the SCR section **40** while slowing down the gas flow and providing a broad SCR catalyst front to more effectively treat the exhaust gases.

FIG. **3** is a schematic illustration of an exhaust aftertreatment system **50** in accordance with another embodiment of the invention. In the illustrated embodiment, the exhaust aftertreatment system **50** includes a diesel exhaust fluid (DEF) injection section **52** and a system housing **60**. The DEF section **52** includes a DEF injector **54** that is configured to inject DEF into the exhaust stream passing through the aftertreatment exhaust system **50**. The DEF section **30** includes a mixer **56** that is configured to increase turbulence in the exhaust stream. While a single mixer **56** is indicated, in some embodiments the DEF section **52** may include a first mixer **56** located at an upstream side of the DEF section **52** and a second mixer (not illustrated) located at a downstream side of the DEF section **52**.

The exhaust aftertreatment system **50** includes a heater **58**, which can be used to preheat the exhaust stream and may allow control of the temperature of the exhaust to within plus or minus 10° F. of the desired operation point in order to improve the performance of the aftertreatment exhaust system **50**. In some instances, the heater **58** is an electrical heater that is powered by the electrical output of the electrical generator **16** and may also serve as a load bank for the genset, serving to consume at least a portion of the electrical output of the electrical generator **16** during system testing or during periodic (e.g., weekly, monthly) exercise mode operation to verify proper operation of the genset when used as a standby system, avoiding the need for the operator to purchase a separate load bank for this purpose.

The system housing **60** has an internal volume in which the exhaust travels that, again, expands rapidly from the downstream side of the DEF section **52** exhaust duct to further promote mixing of the exhaust gases and injected DEF while slowing down the gas flow and providing a broad front for the aftertreatment elements to effectively treat the exhaust gases. A Diesel Particulate Filter (DPF) section **62** is located within the system housing **60** and is positioned such that exhaust traveling through the system housing **60** will pass through the DPF section **62**. The DPF section **62** includes one or more

6

non-catalytic ceramic filters that function to physically trap soot and other particulate matter in one embodiment of the invention. By sufficiently heating the ceramic filters, the soot and other particulate matter can be combusted. Other embodiments of the invention have other DPF sections.

An SCR section **64** is positioned within the system housing **60**, downstream of the DPF section **62**. Accordingly, the DPF section **62** helps to keep the SCR section **64** cleaner, by preventing relatively large debris (soot and the like) from clogging the SCR section **64**. DEF injected into the exhaust stream by the DEF injector **54** passes through the DPF section **62** and is thermally degraded, either before or after passing through the DPF section **62**, into ammonia that reacts with the NOx in the presence of the SCR catalyst to convert the NOx into nitrogen, water and small amounts of carbon dioxide. DEF injection section **52** is located between the heater **58** and the housing **60** in the illustrated embodiment. The heater **58**, the DEF injection section **52** and the housing **60** are also axially aligned for generally linear exhaust flow.

FIG. **4** is a perspective view of an exhaust aftertreatment system **70** that includes a control stand **72** and an exhaust treatment assembly **78**, FIGS. **5** and **6** are exploded perspective views of the exhaust treatment assembly **78**. FIG. **8** is side view of the exhaust treatment assembly **78** in combination with a support and FIG. **14** is a cutaway perspective view of the exhaust treatment assembly **78**.

The control stand **72** includes a controller **74** that is adapted to monitor and control various functions of the aftertreatment exhaust system **70**. The controller **74** controls, among other features, the flow of DEF into the exhaust treatment assembly **78**. The control stand **72** also includes a DEF pump **76** that is controlled by the controller **74** and that pumps DEF from a storage tank (not illustrated) as needed.

The exhaust treatment assembly **78** includes an exhaust heater/load bank **80**, a DEF injection section **82** including a DEF injector **84** and a housing **85**. An exhaust heater control panel **88** monitors and controls the exhaust heater/load bank **80**. The exhaust heater **80** can be disposed within a housing **104** that is secured to the upstream end of the DEF injection section **82**. In the illustrated embodiment, the exhaust treatment assembly **78** is secured to a support structure **90**. The support structure **90** can be configured to sit on the floor or other structure to support the exhaust treatment assembly **78**. In some embodiments, such as illustrated in FIG. **1**, the support structure **90** can be part of a larger support structure that holds the exhaust treatment assembly **78** above a genset such as the genset **12**. The exhaust treatment assembly **78** has an exhaust inlet **92** that is configured to accept exhaust gases from a diesel engine and an exhaust outlet **94**.

The housing **86** includes a DPF access door **96** and an SCR access door **98**. In some embodiments, the DPF access door **96** can be attached to the housing **86** via a hinge **100** and the SCR access door **98** can be attached to the housing **86** via a hinge **102**. In some embodiments, the DPF access door **96** can be bolted or otherwise secured to the housing **86**. In some embodiments, the SCR access door **98** can be bolted or otherwise secured to the housing **86**.

A DPF assembly **106** is disposed within the housing **86**, adjacent an opening **110** formed by opening or removing the DPF access door **96**. Similarly, an SCR assembly **108** is disposed within the housing **86**, adjacent an opening **112** formed by opening or removing the SCR access door **98**. The SCR assembly **108** is installed or replaced as a unitary assembly. As shown in FIGS. **6** and **7**, however, the DPF assembly **106** includes multiple individually replaceable ceramic filter sections **118**.

7

As seen in FIGS. 6 and 7, the DPF assembly 106 includes a support structure 114 that includes a plurality of individual cylindrical supports 116. Each of the individual cylindrical supports 116 are configured to releasably accommodate a ceramic filter section 118. Each of the ceramic filter sections 118 are free of catalyst that could otherwise cause increased degradation of the DEF that is injected upstream of the DPF assembly 106 by the DEF injector 84. Each of ceramic filter section 118 is installed with an insulating O-ring 120 and is held in place with a DPF clip 122. FIG. 7 provides a detailed illustration of the DPF clip 122.

Several additional elements can be seen in FIG. 6. At a downstream end of the housing 86 adjacent to the DEF injection section 82 is a stationary upstream mixer 140. Near an opposing downstream end of the housing 86, an exhaust gas collector 142 is disposed. Each of these elements will be discussed in greater detail with respect to subsequent drawings.

FIG. 8 is a side view of the exhaust treatment assembly 78 in combination with a mounting saddle assembly 166 and a rear mounting saddle 172, illustrated in FIGS. 9 and 10. The DEF injection section 82 is bolted to an upstream end 162 of the housing 86. The DEF injection section 82 is also bolted to a downstream end 164 of the mounting saddle assembly 166. It will be appreciated that the upstream end 168 of the mounting saddle assembly 166 can be configured for securing the upstream end of an exhaust heater housing (not illustrated). A downstream end 170 of the housing 86 is bolted to the end mounting saddle 172.

The downstream end 164 of the mounting saddle assembly 166, the upstream end 168 of the mounting saddle assembly 166 and the end mounting saddle 172 each include a semicircular cutout 174 having a radius of curvature that is selected to accommodate the dimensions of the exhaust treatment assembly 78. A plurality of bolt holes 176 follow the semicircular cutouts 174 and are arranged to accommodate bolting flanges secured to the exhaust treatment assembly 78. In particular, the DEF injection section 82 includes a bolting flange 180 that is securable to the downstream end 164 of the mounting saddle assembly 166 and the downstream end 170 of the housing 86 includes a bolting flange 182 that is securable to the rear mounting saddle 172. Details are illustrated with respect to FIGS. 11-13.

FIG. 11 is an end view of the exhaust treatment assembly 78, showing the bolting flange 182 in combination with the rear mounting saddle 172. FIG. 12 is an enlarged view in an expanded configuration while FIG. 13 is an enlarged view in a contracted configuration. The contracted configuration shown in FIG. 13 can be considered as representing a state in which the exhaust treatment assembly 78 is relatively cool while the expanded configuration shown in FIG. 12 can be considered as representing a state in which the exhaust treatment assembly 78 is hot, and has thermally expanded in an axial direction. A plurality of bolts 186 (only one illustrated in FIGS. 12 and 13) pass between the bolting flange 182 and the rear mounting saddle 172 and engage with one or more nuts or other fasteners 186. By comparing FIGS. 12 and 13, it can be seen that the bolting flange 182 (and hence the housing 156) can move axially with respect to the rear mounting saddle 172 in order to accommodate thermal expansion and contraction of the exhaust aftertreatment system 150.

While this feature permitting axial movement of the housing 86 is illustrated with respect to the end mounting saddle 172, it will be appreciated that a similar arrangement can be employed at the downstream end 164 of the mounting saddle assembly 166. In some embodiments, a similar structure can be employed at the upstream end 168 of the mounting saddle

8

assembly 166. In some embodiments, the upstream end 168 of the mounting saddle assembly 166 can instead be rigidly secured to the DEF injection section 82.

FIG. 14 is a cutaway perspective view of the exhaust treatment assembly 78. An exhaust inlet 202 leads to the exhaust heater housing 104. The DEF injection section 82 includes an upstream stationary mixer 212 located near an inlet 211 of the DEF injection section 82 and a downstream stationary mixer 214 located near an outlet 213 of the DEF injection section 82. In some embodiments, the upstream stationary mixer 212 can be considered as being disposed partially within the DEF injection section 82 and partially upstream of the DEF injection section 82. In some embodiments, the downstream stationary mixer 214 can be considered as being disposed partially within the DEF injection section 82 and partially downstream of the DEF injection section 82. Downstream of the DEF injection section 82 is a housing 86 that accommodates a DPF filter assembly 106 and an SCR filter assembly 108. Downstream of the housing 86 is an exhaust exit 222.

It can be seen that the housing 86 has a diameter that is greater than a diameter of the DEF injection section 82. The DPF filter assembly 106 and the SCR filter assembly 108 each have a diameter that is greater than a diameter of the DEF injection section 82 and is substantially similar to the diameter of the housing 86. In some embodiments, the diameter of the housing 86 is in the range of about 1.6 and 4.0 times larger than the diameter of the DEF injection section 82. The diameter of the DEF injection section 82 can range from about 14 inches to about 24 inches. The diameter of the housing 86 can range from about 36 inches to about 65 inches.

In some embodiments, the housing 86 can be dimensioned such that the DEF injector 84 and the SCR filter assembly 108 can be spaced by a distance of about 61 inches to about 100 inches. An overall length of the housing 86 can be in the range of about 89 inches to about 139 inches. The DPF filter assembly 106 can be positioned about 14 inches to about 18 inches away from the SCR filter assembly 108. The housing 86 can be dimensioned such that a ratio between the length of the housing 86 and the diameter of the housing 86 can be in the range of about 1.4 to about 3.7. The DEF injector section 82 can have an overall length of about 17 inches to about 35 inches in some embodiments.

FIG. 15 is a perspective view of the upstream stationary mixer 212. The upstream stationary mixer 212 has an overall diameter that is about the same as the diameter of the DEF injection section 82. The upstream stationary mixer 212 includes a tubular or open core 230 and a plurality of blades 232 extending radially from the tubular core 230. The plurality of blades 232 are angled with respect to an overall exhaust flow direction past the upstream stationary mixer 212 such that the blades 232 cause turbulence within the exhaust flow. The turbulence helps to mix the exhaust gases and the DEF being injected by the DEF injector 84. A portion of the exhaust flow will pass through the open core 230 without being redirected by the blades 232. This portion of the exhaust flow passing through the open core 230 without being redirected impinges on the distal end of the DEF injector 84 providing a smooth gas flow to inject the DEF into, minimizing disruptions to the spray pattern and helping prevent urea crystal growth. The DEF injector 84 can, for example, be configured in the manner disclosed in co-pending U.S. patent application Ser. No. 13/706,082 filed on even date herewith and entitled Diesel Exhaust Fluid Injector Assembly, the entire disclosure of which is expressly incorporated herein by reference for all purposes.

FIG. 16 is a perspective view of the downstream stationary mixer 214. The downstream stationary mixer 214 includes a

closed core **240** and a plurality of blades **242** extending radially from the closed core **240**. The plurality of blades **242** are angled with respect to an overall exhaust flow direction past the downstream stationary mixer **214** such that the blades **242** cause additional turbulence within the exhaust flow. The additional turbulence helps to mix the exhaust gases and the DEF being injected by the DEF injector **84**. As will be discussed, further mixing the exhaust gases to ensure a more homogeneous mixture can improve exhaust gas sampling further downstream.

The downstream stationary mixer **214** also includes a baffle **244** that has a diameter that is substantially equal to or greater than an overall diameter of the plurality of blades **242** and is substantially equal to or greater than a diameter of the DEF injection section **208**. The baffle **244** helps to redirect the flow of exhaust gases in a radially outward direction as the exhaust gases pass the downstream stationary mixer **214** and enter the housing **86** imparting a turbulence to the exhaust gas and DEF mixture as it is expanded into the larger housing **86** from the relatively smaller diameter DEF injection section **82** before contacting, in turn, the DPF filter assembly **106** and the SCR filter assembly **108**.

Returning briefly to FIG. 6, the exhaust treatment assembly **78** can be seen as including an exhaust gas collector **142**. The exhaust gas collector **142** can be used to uniformly and evenly sample the exhaust gases passing through the exhaust treatment assembly **78** in order to better sense the level of NOx remaining in the exhaust stream after the SCR assembly **108** and allow adjustment of the dose of DEF fluid being injected and otherwise control the operation of the assembly **78**, thereby improving control of NOx scrubbing. FIGS. 17 and 18 provide detailed views of the exhaust gas collector **142**.

The exhaust gas collector **142** includes a plurality of tubular sample members **250**, each tubular sample member **250** having closed upstream ends **252** and a downstream end **254**. Each sample member **250** includes a plurality of exhaust collection holes **256** that are spaced apart along a length of the tubular sample member **250** in order to sample across a large cross-sectional area of the housing **216** (FIG. 14). The exhaust gas collector **142** includes a common collection location **258** to which the downstream ends **254** of each of the tubular sample members **250** are fluidly connected. The common collection location **258** can be centrally located within the exhaust gas collector **142**. All of the exhaust gases collected by any of the plurality of exhaust collection holes **256** pass through to the common collection location **258**. It is noted that in some embodiments, to further facilitate gas flow in the sample members **250**, the common collection can be "set back" and located downstream from the initial cross section plane of the exhaust gas collector and the tubular sample members **250** sloped downstream to couple to it to encourage a pressure differential to drive the exhaust gas samples to the common collection location **258**. It is also noted that the upstream ends **252** of the tubular sample members **250** in other embodiments can be open to the exhaust stream.

In the illustrated embodiment, each tubular sample member **250** includes a portion **270** that extends radially from the common collection location **258** and a portion **272** that extends circumferentially from the portion **270**. In some embodiments, each tubular sample member **250** can be considered as being T-shaped, with a base portion (portion **270**) and a cross portion (portion **272**). At least some of the plurality of tubular sample members **250** are substantially identical, and are generally symmetrically positioned within the housing when the exhaust gas collector **250** is in position in the illustrated embodiment. The sample members **250** can take

other forms in other embodiments (not shown). In other embodiments, the exhaust gas collector **142** is circular in shape and the upstream ends **252** of the tubular sample members **250** can be open and coupled together in fluid communication with each other.

A non-sample collecting accumulator tube **260** is fluidly coupled to the common collection location **258**. The non-sample collecting accumulator tube **260** collects and further mixes the exhaust samples from all of the plurality of sample members **250** to aid in attaining an exemplary exhaust sample that has been averaged from across the diameter of the exhaust gas collector **142**. The non-sample collecting accumulator tube **260** includes an open portion **262** that is configured to accommodate a sensor **264**. In some embodiments, the sensor **264** is a NOx sensor. When the exhaust gas collector **142** is positioned within the housing **86** (as seen in FIG. 6), the non-sample collecting accumulator tube **260** is radially centrally located within the housing and extends in a downstream direction from the rest of the exhaust gas collector **142** providing a differential pressure from the flow of exhaust gas across the length of the exhaust gas collector **142** from the exhaust collection holes **256** to the open portion **264** to drive and mix the exhaust sample to the sensor **264**.

The non-sample collecting accumulator tube **260** can be considered as including a first portion **280** having a length that extends radially from the common collection location **258** and a second portion **282** having a length that extends from the first portion **280** generally parallel to a flow of exhaust gas. The sensor **264** senses the mixed exhaust gas in the second portion **282** of the non-sample collecting accumulator tube **260** at a location spaced from the first portion **280**. It is noted that in one embodiment the exhaust gas collector **142** contains a rotating selector or other valving mechanism in the common collection location **258** allowing the exhaust gas collector **142** to sample from one or more selected tubular sample members **250** enabling sampling of exhaust gases from selected elements of the SCR assembly **108**.

It will be appreciated that features and elements of one of the exhaust aftertreatment systems **20** (FIG. 1), **28** (FIG. 2), **50** (FIG. 3), **70** (FIG. 4) and **78** (FIGS. 5, 8 and 14) described herein may be combined or otherwise added to another of the exhaust aftertreatment systems **20** (FIG. 1), **28** (FIG. 2), **50** (FIG. 3), **70** (FIG. 4), **78** (FIGS. 5, 8 and 14). These exhaust systems are not necessarily intended to be described as distinctly different structures, but rather may be considered, at least in part, as being different views or embodiments. Although certain dimensions and dimensional relationships are given, other embodiments of the invention have other dimensions and dimensional relationships.

Various modifications and additions can be made to the exemplary embodiments discussed without departing from the scope of the present invention. For example, while the embodiments described above refer to particular features, the scope of this invention also includes embodiments having different combinations of features and embodiments that do not include all of the described features. Accordingly, the scope of the present invention is intended to embrace all such alternatives, modifications, and variations as fall within the scope of the claims, together with all equivalents thereof.

We claim:

1. An exhaust aftertreatment system for a diesel-powered genset, comprising:
 - a support;
 - a diesel exhaust fluid (DEF) injection section, including:
 - a housing mounted to the support and having an inlet region, an outlet region, and a first diameter;

11

a stationary upstream mixer to increase turbulence of exhaust entering the inlet region;
 a stationary downstream mixer to increase turbulence of the exhaust exiting the outlet region, wherein the downstream mixer includes:
 a plurality of mixing blades; and
 a baffle having a diameter substantially equal to or greater than a diameter defined by the portion of the downstream mixer having the mixing blades; and
 a DEF injector to inject DEF into the turbulent exhaust between the upstream and downstream mixers; and
 a selective catalyst reduction (SCR) section, including:
 a housing mounted to the support and having an inlet region coupled to the outlet region of the DEF injection section, an outlet region, and a second diameter that is larger than the first diameter of the DEF injection section housing; and
 an SCR catalyst mounted in the housing, wherein the SCR catalyst has a diameter that is greater than the first diameter of the DEF injection section housing.

2. The exhaust aftertreatment system of claim 1, wherein the SCR section housing includes at least one door, and the SCR catalyst is accessible through the at least one door.

3. The exhaust aftertreatment system of claim 1 and further including a non-catalytic diesel particulate filter (DPF) mounted in the SCR section housing between the inlet region of the SCR section housing and the SCR catalyst, and wherein the DPF filter has a diameter that is greater than the first diameter of the DEF injection section housing.

4. The exhaust aftertreatment system of claim 3 wherein the SCR section housing includes at least one door, and the DPF filter is accessible through the at least one door.

5. The exhaust aftertreatment system of claim 4 wherein the DPF filter includes:
 a plurality of sleeves mounted in the housing; and
 a plurality of non-catalytic DPF cartridges, each removably mounted in one of the sleeves.

6. The exhaust aftertreatment system of claim 5 wherein the DPF filter further includes fasteners for retaining the DPF cartridges in the sleeves.

7. The exhaust aftertreatment system of claim 1 and further including an exhaust sample collector between the SCR catalyst and the outlet region of the SCR section housing.

8. The exhaust aftertreatment system of claim 1 wherein the upstream mixer includes:
 a tubular core having a central axis generally centered with respect to the inlet region of the DEF injection section housing; and
 a plurality of mixing blades extending from the core.

9. The exhaust aftertreatment system of claim 8 wherein:
 a diameter of the upstream mixer is about equal to the first diameter of the DEF injection section housing; and
 at least a portion of the upstream mixer is within the DEF injection section housing.

10. The exhaust aftertreatment system of claim 9 wherein at least a portion of the upstream mixer is upstream from the inlet region of the DEF injection section housing having the first diameter.

12

11. The exhaust aftertreatment system of claim 1 wherein the downstream mixer includes a solid core having a diameter and a central axis generally centered with respect to the outlet region of the DEF injection section housing, and wherein the plurality of mixing blades extend from the solid core.

12. The exhaust aftertreatment system of claim wherein at least a portion of the downstream mixer is in the SCR section housing including the baffle and at least a portion of the plurality of mixing blades.

13. The exhaust aftertreatment system of claim 12 wherein a diameter of the downstream mixer is about equal to the first diameter of the DEF injection section housing.

14. The exhaust aftertreatment system of claim 1 wherein the support is expandable to accommodate heat-induced axial expansion of the DEF injection section and/or the SCR section and at least a securing portion of the support is movable axially with the expansion.

15. The exhaust aftertreatment system of claim 14 and further including slidable mounts to mount the DEF injection section and/or the SCR section to the support to accommodate the heat-induced expansion.

16. The exhaust aftertreatment system of claim 15 and further including mounts to fixedly mount at least a portion of the DEF injector section housing to the support.

17. The exhaust aftertreatment system of claim 1 and further including an exhaust heater/load bank coupled to the inlet region of the DEF injector section housing, wherein the heater/load bank is configured to operate as an exhaust heater and an electrical load bank when a genset is connected.

18. The exhaust aftertreatment system of claim 1, wherein the system is configured to include one of more of:

a length of the system between the DEF injector and SCR catalyst is between about 61 and 100 inches;

the second diameter of the SCR section housing is between about 1.6 and 4.0 times larger than the first diameter of the DEF injector section housing;

the first diameter of the DEF injector section housing is between about 14 and 24 inches;

the second diameter of the SCR section housing is between about 36 and 65 inches;

a length of the SCR section housing is between about 89 and 139 inches;

a distance between a downstream end of a DPF filter and an upstream end of the SCR catalyst is between about 14 and 18 inches;

a ratio of a length of the SCR section housing to the second diameter of the SCR section housing is between about 1.4 and 3.7; and

a length of the DEF injector section housing is between about 17 and 35 inches.

19. The exhaust aftertreatment system of claim 1 wherein the SCR catalyst includes an SCR catalyst assembly including a plurality of SCR catalyst cartridges.

20. The exhaust aftertreatment system of claim 1 wherein the support is configured to support the system above a genset to which the system is connected.

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