From:	Todd Sherwood
To:	Linc Wehrly
Subject:	Fw: Antwort: Re: Meeting minutes Mercedes 2005-09-22
Date:	08/31/2006 09:56 AM
Attachments:	2005-10-14 Explaining NOx Storage Catalyst.pdf 1999-01-1328 SAE.pdf

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----- Forwarded by Todd Sherwood/AA/USEPA/US on 08/31/2006 09:56 AM -----

Ted Trimble/AA/USEPA/US
EPA-OAR,OTAQ,CISD
Sent by: Ted Trimble

To: Todd Sherwood/AA/USEPA/US@EPA
cc:
Subject: Fw: Antwort: Re: Meeting minutes Mercedes 2005-09-22

Received Date:
08/23/2006 10:21 AM
Transmission Date:
08/23/2006 10:21:46 AM

Ted Trimble, Mechanical Engineer
CCD, USEPA
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----- Forwarded by Ted Trimble/AA/USEPA/US on 08/23/2006 10:21 AM -----

michael.e.hafner@daimlerchrysler.com
Sent by:
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To: Ted Trimble/AA/USEPA/US@EPA
cc: eric.a.schneider@mbusa.com, klaus.land@daimlerchrysler.com, Arvon Mitcham/AA/USEPA/US@EPA, robert.r.schmidt@daimlerchrysler.com
Subject: Antwort: Re: Meeting minutes Mercedes 2005-09-22

Received Date:
10/21/2005 11:28 AM
Transmission Date:
10/21/2005 11:28:05 AM

Ted,

traditionally, you are right that Diesels usually always ran with excess air ...

Here are some explanations why and how advanced Diesels (Common Rail) can run at rich conditions for limited times, specific purposes and under certain constraints:

(See attached file: 2005-10-14 Explaining NOx Storage Catalyst.pdf)

If you are interested in even more details, then you might want to have a look at the attached SAE paper:

(See attached file: 1999-01-1328 SAE.pdf)

Have a nice weekend,

Michael

Mit freundlichen Grüssen / With best regards

Dr.-Ing. Michael E. Hafner

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04.10.2005 15:26

An michael.e.hafner@daimlerchrysler.com

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Thema Re: Meeting minutes Mercedes 2005-09-22

Thank you for the description of the NOx reducing catalyst. This is my understanding of how the three way catalyst works but I don't understand how you achieve a fuel/air ratio richer than ^1 with a diesel engine. Don't they always run with excess air?

Ted Trimble, Mechanical Engineer
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