Document downloaded from:

http://hdl.handle.net/10251/183950

This paper must be cited as:

Piqueras, P.; Sanchis-Pacheco, EJ.; Herreros, J.; Tsolakis, A. (2021). Evaluating the oxidation kinetic parameters of gasoline direct injection soot from thermogravimetric analysis experiments. Chemical Engineering Science. 234:1-12. https://doi.org/10.1016/j.ces.2021.116437



The final publication is available at https://doi.org/10.1016/j.ces.2021.116437

Copyright Elsevier

Additional Information

Evaluating the oxidation kinetic parameters of gasoline direct

injection soot from thermogravimetric analysis experiments

P. Piqueras*a, E. J. Sanchisa, J. M. Herrerosb, A. Tsolakisb

^aCMT-Motores Térmicos, Universitat Politècnica de València, Camino de Vera s/n, 46022 Valencia, Spain.

 b Deparment of Mechanical Engineering, University of Birmingham, Edgbaston B15 2TT, UK.

Abstract

The abatement of particulate matter in gasoline direct injection (GDI) engines requires the use of

particulate filters. In turn, the optimisation of their regeneration is based on a deep knowledge

of the soot oxidation behaviour. The determination of the intrinsic kinetic parameters of GDI

soot is explored based on thermogravimetric analysis (TGA) and reaction rate modelling. New

understanding on the oxidation of GDI soot is provided enabling an accurate prediction in a wide

range of temperature and O₂ concentration. Firstly, the dependence of the soot reaction order on

the boundary conditions is discussed. The analysis of the Arrhenius equation parameters reveals

variable O₂ reaction order. It leads to consider the effect of mass transfer and adsorption (Langmuir

and Dubinin-Radushkevich isotherms) as reaction rate limiters. Combined with the soot reaction

order approach, the prediction ability of the proposed model is assessed in an extended range of

isothermal and non-isothermal TGA experiments.

Keywords: Gasoline direct injection, soot, TGA, oxidation, adsorption

1. Introduction

Anthropogenic particulate matter (PM) is one of the most harmful emissions for the environ-

ment and human health (Manousakas et al., 2019). Fine particulate matter, usually ranged as parti-

cles with sizes smaller than $2.5 \,\mu m$, are more prone to cause respiratory diseases (Feng et al., 2019).

On this concern, road transport arises as one of the main contributors of PM emissions (Charron et al., 2007) from both non-exhaust (tyre, brake, road surface) and exhaust sources (Singh et al., 2020). Although this pollutant emission has traditionally been related to compression ignition engines, it is becoming more important in modern gasoline direct injection (GDI) engines (Pfau et al., 2018).

GDI engines provide accurate control on the combustion process (Alkidas, 2007), what leads to 11 the combustion efficiency increase (Zhang et al., 2018). However, this combustion strategy causes 12 an increase of the raw particulate matter emission in comparison to indirect injection (Bahreini et 13 al., 2015). Taking into account the current emission limits for the number of emitted particles in gasoline engines (715/2007bis, 2007), manufacturers and researchers are driving relevant ef-15 forts to the understanding of the formation, inhibition and abatement of particulate matter in GDI engines (Zimmerman et al., 2016). Concerning control techniques, besides combustion related 17 aspects, such as the fuel (Soriano et al., 2017), the lubricant composition (Maricq et al., 2012) or the injection pattern (Jiaqiang et al., 2018), the use of wall-flow particulate filters (PFs) is the most 19 promising solution to reduce the particulate matter emission from GDI engines (Joshi, 2019).

PFs have been widely studied for Diesel applications covering the fundamentals of their operation. Pressure drop (Payri et al., 2011), soot and ash loading impact (Zhang et al., 2017), filtration
efficiency (Serrano et al., 2016) and regeneration (Macián et al., 2019) have been studied combining experimental and modelling tools. From this basis, the study of gasoline particulate filters
(GPFs) is focused on the requirements of the substrate in comparison with the diesel case (Belot et
al., 2020). This is largely conditioned by the characteristics of the emitted particulate matter regarding ash content (Rubino et al., 2017), particle size distribution (Fan et al., 2019) or reactivity,
as well as exhaust flow properties (mass flow rate, temperature and composition) (Kong et al.,
2019).

The soot reactivity, which presents dependence on the soot origin as regards fuel, combustion 30 process, and the specific operating conditions (Ess et al., 2016), is a primary property that affects 31 the dynamics of the PF regeneration (Macián et al., 2019). Several experimental techniques (La-32 puerta et al., 2020), such as X-ray diffraction (Jian et al., 2020) or thermogravimetric analysis 33 (TGA) (Rodríguez-Fernández et al., 2011), can be used for its determination. TGA is based on the variation of the sampled mass in an environment with controlled temperature and gas composition 35 during the reaction (Wang et al., 2017). It guides a comprehensive understanding of the processes 36 governing the oxidation and, hence, the definition of the soot kinetic parameters (Lee et al., 2013). 37 The most common approach to analyse TGA results consists of the application of kinetic mod-38 els for solid-state reactions. These models describe the reaction rate apparently separating the 39 contributions from particle and gas (Lapuerta et al., 2020). 40

The influence of soot on the reaction rate is analysed by means of solid-state reaction models 41 (Sánchez-Jiménez et al., 2008). In most cases, the dependence on the soot mass is expressed 42 as a function of a reaction order or a model describing the particle contraction or the diffusion 43 limitations (Khawam and Flanagan, 2006). Although the oxidation kinetics of the GDI soot has 44 been analysed in the literature (Gaddam and Vander Wal, 2013), the GDI soot first-order kinetics is usually assumed to compare with soot generated by other sources: Luo et al. (2015) analysed 46 soot from gasoline and fuel blends E10 and E20; Wang et al. (2014) studied the properties of soot generated by the combustion of gasoline, ethanol and 2.5-dimethylfuran; Wang-Hansen et 48 al. (2013) evaluated the reactivity of soot from different sources including diesel, Printex U and gasoline applying Port Fuel Injection (PFI) and GDI combustion; Choi et al. (2015) assumed 50 zero-order kinetics with respect to O₂ obtaining a soot reaction order ranging between 0.5 and 51 1. According to their results, the oxidation kinetics of GDI soot cannot be modelled with typical 52 kinetic expressions for carbonaceous soot. 53

In particular, Bogarra et al. (2018), who presented the GDI soot experimental results used in this study, proposed a procedure to determine the kinetic parameters using TGA isothermal exper-

iments and the Arrhenius equation. The best fitting was obtained for a soot reaction order equal to
0.81 assuming O₂ first-order kinetics, which was imposed to describe the dependence of the soot
oxidation rate on the gaseous reactant. This is the most widespread assumption for diesel (Deng et
al., 2017), GDI soot (Luo et al., 2015) and carbon black (Jaramillo et al., 2015). However, Hurt et
al. (2005) revealed the prevalence of O₂ first-order kinetics but also evidenced fractional orders.
In this regard, Bogarra et al. (2018) also showed that the decrease of the O₂ reaction order till 0.6
did not affected the ability to meet a good fitting but impacted on the determination of the soot
reaction order and pre-exponential factor.

In this work, the determination of the kinetic parameters that describe the dynamics of the GDI 64 soot oxidation is discussed by means of a step-by-step procedure applied to TGA tests. The pro-65 posed reaction rate expression and the influence of the involved parameters are analysed taking as 66 a reference isothermal TGA tests that comprise a wide range in temperature and O₂ concentration. 67 Firstly, the problem is divided into the classical dependence on the solid-state (soot) reaction model 68 and a kinetic term determined by the gaseous reactant concentration (O₂) and the temperature. The purpose is to perform an independent analysis of these contributions to the soot oxidation. An ini-70 tial breakdown of the experimental data shows that the cylinder contracting area reaction model might be assumed as an accurate theoretical representation of the oxidation behaviour for lean 72 combustion conditions. However, the soot reaction order decreases for very low O_2 concentration, 73 representative of engine stoichiometric combustion. As regards the influence of the gaseous re-74 actant, the classical assumption of first-order kinetics is found to vary the activation energy and 75 pre-exponential factor as a function of the O₂ concentration. Therefore, a reaction rate expression 76 is proposed to distinguish the intrinsic reactivity, the influence of the mass transfer and the oxygen adsorption, which is evaluated applying the Langmuir and Dubinin-Radushkevich isotherms. As 78 a final step, the proposed reaction rate expression is validated against additional low temperature 79 isothermal TGA tests and in non-isothermal experiments defined by different heating rates. For 80 first time, this work proposes a soot oxidation model combining oxygen adsorption and oxidation being validated for a wide range of operating conditions representative from regular regeneration of GPFs under real driving operation.

2. Materials and methods

83

The soot samples used in this work were obtained by Bogarra et al. (2018) in a GDI engine 85 whose characteristics are detailed in Table 1. The engine was tested with standard EN228 gasoline, 86 whose properties are summarized in Table 2, at 2100 rpm and 4.7 bar IMEP (Bogarra et al., 2016) without exhaust gas recirculation (EGR). 88

Table 1: Main engine characteristics.

Compression ratio	10:1
Number of cylinders	4 in line
Number of valves	4 per cylinder
Displaced volume	1998 cm^3
Bore	87.5 mm
Stroke	83.1 mm
Turbocharger	Waste-gaste turbine
Rated power @ speed	149 kW @6000 rpm
Rated torque @ speed	300 Nm @ 1750 – 4500 rpm

Bogarra et al. analysed the soot nanostructure (Bogarra et al., 2017a) and fractal dimension 89 (Bogarra et al., 2017b). The structure of the primary particles was similar to that of diesel soot. However, opposite to diesel case, the use of EGR did not affect the soot nanostructure. The three-91 way catalyst did not cause any change in the soot nanostructural characteristics either. With respect 92 to TGA tests, Bogarra et al. (2018) explored several methods for soot collection in GDI engines. 93 In the case of the soot samples analysed in this work, raw exhaust gas was by-passed and driven to a wall-flow particulate mini-filter. The monolithic structure was placed into a reactor thermally 95 stabilised at 450°C. After the test, the soot was recovered by blowing purified air from the outlet channels into a container. 97

Once the soot mass samples were obtained, the TGA tests were carried out in a TG analyser 98 model Pyris from Perkin Elmer, whose precision is ±5°C for temperature control and 0.001% for

Table 2: EN228 gasoline properties.

Density at 15°C	$[kg/m^3]$	743.9
IBP	[°C]	34.6
20% v/v	[°C]	55.8
50% v/v	[°C]	94.0
FBP	[°C]	186.3
C	[%wt]	84.16
Н	[%wt]	13.48
O	[%wt]	2.36
Paraffins	[vol%]	43.9
Olefins	[vol%]	11.7
Naphthenes	[vol%]	7.8
Aromatics	[vol%]	26.9
Oxygenates	[vol%]	7.7
Sulphur	[ppm]	6
LHV	[MJ/kg]	42.22
MON	[-]	85.3
RON	[-]	96.5

mass measurement. The dimensions of the crucible are 7 mm in diameter and 2 mm in height with 100 a soot layer thickness less than 0.1 mm. The experimental procedure started with an initial soot 101 sample conditioned at 40°C during 10 min in an inert atmosphere (N₂) to set the same ambient 102 temperature for all tests. Next, the volatile organic compound (VOC) content was removed from 103 the soot sample increasing the temperature till 450°C with a constant heating rate of 3°C/min. 104 Finally, the soot sample was cooled down to 150°C prior to the TGA test. This procedure allowed 105 drawing a symmetric process to the VOC removal and increasing the soot oxidation temperature 106 window (Wang et al., 2014). The final step depended on the thermal strategy: in non-isothermal 107 tests the atmosphere was changed to air $(N_2 + O_2)$ applying a constant heating rate; in isother-108 mal tests the soot sample was heated up until the targeted temperature was attained and then the 109 atmosphere was changed to a $N_2 + O_2$ mixture with predefined O_2 concentration. 110

In this work, a matrix of TGA experiments was available to explore the optimum procedure for the determination of the GDI soot kinetic parameters. Firstly, isothermal TGA tests $(635-670-750^{\circ}\text{C})$ were combined with different O₂ concentration (0.25-1.3-16.6%) as a way to

make explicit the influence of the gas reactant. The tested range emulates real working conditions from very small O₂ concentration governed by the lambda control (Möller et al., 2009) to high O₂ 115 concentration representative of fuel cut off events in which passive filter regeneration is promoted 116 (Giechaskiel et al., 2019). In addition, three additional isothermal TGA experiments were per-117 formed with 16.6% in O_2 concentration to cover the low temperature range (500 - 525 - 550°C). 118 These last tests are used as initial validation of the proposed reaction rate expression. As a second 119 TGA experiment, heating rate tests were considered to complete the validation. Isothermal tests 120 are appropriate for model development and identification purposes because of the accurate control 12 of the main test boundary, i.e. the gas temperature and hence the soot sample temperature. By 122 contrast, non-isothermal tests are useful to highly stress the proposed reaction rate model because 123 of the influence of the heating rate on the effective oxidation rate as the temperature increases 124 (Rodríguez-Fernández et al., 2011). Three heating rates of 1, 3 and 5°C/min were selected with 125 16.6% in O₂ concentration. 126

3. Reactivity dependence on the soot mass

The soot oxidation profiles were obtained experimentally from the instantaneous soot mass provided by the TGA test. This mass was employed to define the soot conversion fraction, which is defined according to Eq. 1. First, the difference with respect to the initial soot mass in the sample was considered. Next, the result was normalized with respect to the total mass conversion in every test.

$$\alpha = \frac{m_0 - m_s}{m_0 - m_{\infty}} \tag{1}$$

In Eq. 1, α is the soot conversion fraction, m_0 represents the initial mass of soot, m_s is the actual/instantaneous mass of soot at time t and m_{∞} stands for the mass of soot at the end of the experiment. This way, the soot conversion fraction is defined ranging from 0 to 1 in all tests.

The experimental soot reaction rate can be expressed as a function of the soot conversion fraction considering its variation as a function of time. Concerning the representation of the results, the soot oxidation rate is also plotted with respect to the soot conversion fraction instead of time. The advantage is that the comparison is done within a common range. This is opposite to time alternative since every test took different duration as a function of the gas temperature and the O_2 concentration.

According to the results in Fig. 1, a difference in reaction rate is found as a function of the gas temperature, as expected from the well-known Arrhenius-like behaviour. However, the reaction rate also shows a clear dependence on the soot conversion fraction and the O₂ concentration.

Therefore, to analyse firstly the dependence on the soot mass, the reaction rate can be expressed

$$\frac{\partial \alpha}{\partial t} = (1 - \alpha)^n K(T, X_{O_2}) \tag{2}$$

where n represents the soot reaction order and K is the kinetic term dependent on the temperature and the O_2 concentration that governs the intrinsic reactivity (Arrhenius expression), mass transfer and adsorption phenomena, as discussed in Section 4. Thus, the procedure to predict the experimental soot oxidation profile consists of imposing the soot conversion fraction equal to 0 in Eq. 2 initially. The resulting reaction rate is integrated within the time-step to obtain the new value of soot conversion fraction after Δt . Next, this new value is substituted again in Eq. 2 to continue with the prediction of the reaction rate along the test duration.

Since only the soot mass is varied along every test, n and K can be determined as constant values for each experiment. Fig. 2 represents the solution for n and K obtained applying the Levenberg-Marquardt least-square method (Moré, 1977). These results are referred as average solution since they do not depend on the soot conversion fraction. The resulting correlated reaction rate using these values is compared with the experimental data in Fig. 1, where the determination

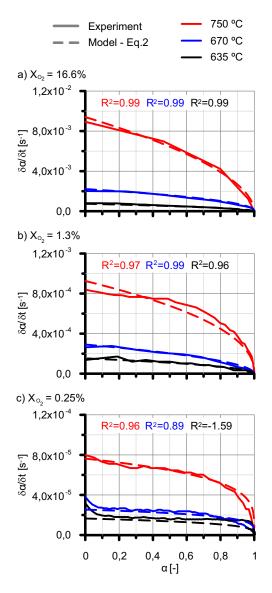


Figure 1: Experimental and modelled soot oxidation rate during isothermal TGA tests.

coefficient R^2 is shown. A negative value of the R^2 indicates that a constant oxidation rate equal to the mean of the experimental one would provide better prediction, as it happens in the case of 0.25% in O_2 concentration at 635°C. The term K will be discussed in Section 4. Fig. 2(a) shows that the soot reaction order is around 0.5 for all tests with the only exception being the very low O_2 concentration cases. In these conditions, the soot reaction order falls into the range [0.2-0.3]. An analysis of variance applied to the soot reaction order confirms its sensitivity to the O_2 concentration. It is evidenced by means of the p-value, which reaches a level (0.014) below the

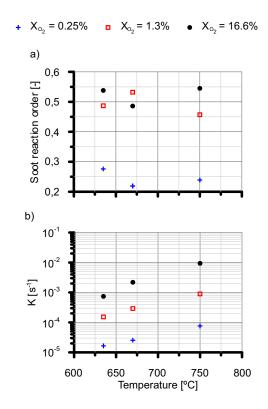


Figure 2: Determination of the average (a) soot reaction order and (b) kinetic term of each TGA test.

significance one (0.05). The p-value is defined as the probability of observing the calculated value 166 if the null hypothesis is true (Ziliak, 2017), so that it helps to distinguish random results from 167 those statistically significative. Besides the influence of the O₂ concentration, the instantaneous 168 soot mass also plays a relevant role to fit the optimum instantaneous soot reaction order when 169 the engine operation is close to stoichiometric conditions. Fig. 3(a) represents the instantaneous 170 soot reaction order as a function of the soot conversion fraction for the isothermal TGA tests 17 corresponding to 0.25% in O₂ concentration. At the lowest temperature (635°C), the soot reaction 172 order is the lowest one, just slightly over zero. At higher temperature, the soot reaction order has a maximum close to 0.53 till 0.3 in soot conversion fraction. Then it decreases to 0.25 at 0.7 in 174 soot conversion fraction followed by a gradual increase till the completeness of the soot oxidation. 175 This dependence is confirmed by the p-value of the soot conversion fraction, which is represented 176 in Fig. 3(b) for each isothermal TGA test. It does not exceed 0.03 in the tests at very low O₂ concentration, i.e. the results present dependence on the soot conversion fraction. However, the p-value falls into the range [0.12-0.16] once the O_2 concentration increases over 1%, what reveals the loss of dependence of the reaction rate on the soot mass.

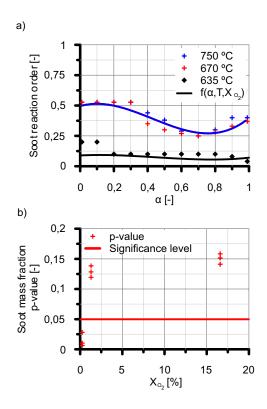


Figure 3: Soot reaction order dependence on the oxidation completeness: (a) soot reaction order as a function of soot conversion fraction and (b) soot conversion fraction p-value.

A phenomenological expression (Eq. 3) is proposed to determine the value of the soot reaction 181 order along the TGA tests once identified its behaviour with respect to the soot conversion fraction 182 and the O₂ concentration. The prediction provided by Eq. 3 is represented by the continuous 183 series in Fig. 3(a). A sigmoid term depending on the temperature is included to account for the 184 steep decrease in soot reaction order in the test at 635°C and $X_{O_2} = 0.25\%$. Complementary, Eq. 3 185 converges to a constant value over this threshold in O₂ concentration regardless the soot conversion 186 fraction and the temperature, as observed in the experimental data. Eq. 3 can be applied with 187 confidence to the operating conditions shown in this study. Its application to a wider range of 188 conditions is very useful, particularly from a modelling point of view, to determine the parameters 189

of the kinetic term with sensitivity to the soot conversion fraction regardless the temperature and the O_2 concentration (see Section 4).

$$n = \left(\frac{5,28}{1 + e^{776X_{02}}} \left(2,594\alpha^3 - 3,329\alpha^2 + 0,586\alpha - 0,047\right) + 0,527\right) \left(1 - \frac{0,8501}{1 + e^{(X_{02}T - 2.3)(0.277/X_{02})}}\right)$$
(3)

Fig. 4 represents the soot oxidation rate and the re-optimised kinetic term K for every isothermal TGA test obtained from applying Eq. 3. It is compared with the experimental data and the results from using the averaged soot reaction order and kinetic term K, which were depicted in Fig. 2. For the sake of clarity, Table 3 specifies the values employed in each model.

Table 3: Models for the determination of the soot oxidation rate in TGA tests as a function of temperature and O_2 concentration.

		Best fit with $n = cte$		Best fit with <i>n</i>	$= f(\alpha, T, X_{O_2})$
Temperature [°C]	X_{O_2} [%]	n[-]	$K [s^{-1}]$	n [-]	$K [s^{-1}]$
635°C	0.25	0.106	1.65×10^{-5}	Eq. 3	1.80×10^{-5}
	1.3	0.532	1.53×10^{-4}	0.527 (Eq. 3)	1.67×10^{-4}
	16.6	0.538	7.42×10^{-4}	0.527 (Eq. 3)	7.92×10^{-4}
670°C	0.25	0.211	2.54×10^{-5}	Eq. 3	2.97×10^{-5}
	1.3	0.525	2.91×10^{-4}	0.527 (Eq. 3)	2.91×10^{-4}
	16.6	0.506	2.19×10^{-3}	0.527 (Eq. 3)	2.21×10^{-3}
750°C	0.25	0.209	7.63×10^{-5}	Eq. 3	7.91×10^{-5}
	1.3	0.451	8.96×10^{-4}	0.527 (Eq. 3)	9.08×10^{-4}
	16.6	0.589	9.41×10^{-3}	0.527 (Eq. 3)	9.33×10^{-3}

As observed in the trend of the coefficient of determination included in Fig. 4, very good agreement is obtained with the experimental data for 1.3% in O_2 concentration ($R^2 > 0.94$). In addition, the use of the instantaneous soot reaction order improves the prediction at the lowest O_2 concentration (Fig. 4(c)). The benefits are especially relevant as the oxidation is completed leading to the increase of R^2 in all cases.

The results represented in Fig. 4 and the convergence of Eq. 3 to 0.527 suggest the use of the cylinder contracting area reaction model for solid-state reactions (Khawam and Flanagan, 2006)

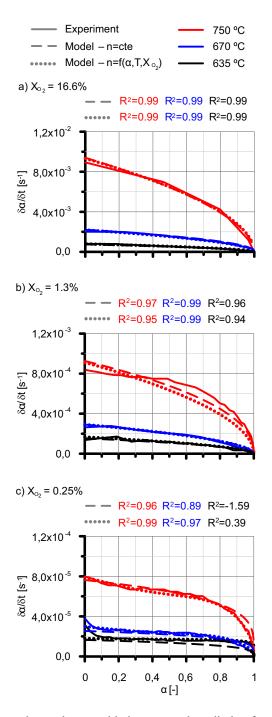


Figure 4: Comparison between experimental soot oxidation rate and prediction from the soot reaction order models.

when the O_2 concentration is over 1%. This result for GDI soot agrees with that found for soot from diverse sources, as diesel, hydrotreated vegetable oil (HVO), gas to liquid (GTL) or biodiesel (Sánchez-Valdepeñas, 2018). As described in Eq. 4, this solid-state reaction model is characterised

by a soot reaction order equal to 0.5, so that it becomes an accurate theoretical representation of the soot oxidation process, as also expected according to the results shown in Fig. 2(a). The value of $K(T, X_{O_2})$ is modified to $K'(T, X_{O_2})$ according to the geometrical constant related to the cylinder contracting area model.

$$\frac{\partial \alpha}{\partial t} = 2 \left(1 - \alpha \right)^{0.5} K' \left(T, X_{O_2} \right) \tag{4}$$

The cases corresponding to 16.6% and 1.3% in O₂ concentration are represented in Fig. 5(a) 210 and (b) respectively. According to the good results provided by this simplification of the soot 211 reaction model, the geometry of the soot aggregates can be said to govern the dynamics of the 212 soot oxidation in O₂ excess conditions. It is based on the fact that their averaged fractal dimension 213 is reported within the range [1.44 (LaRocca et al., 2015) - 1.8 (Seong et al., 2013)], i.e. typical 214 of the cylindrical-like structures that define the contracting area model (Khawam and Flanagan, 215 2006). This feature contrasts with the spherical primary particles that compose the agglomerates, 216 which would be representative of a contracting volume reaction model. Nevertheless, the cylinder 217 contracting area reaction model fails at low O2 concentration because of the soot reaction order 218 variation. This response is clearly observed in Fig. 5(c). In this case, a soot reaction order equal 219 to 0.5 underestimates the oxidation rate. As observed, the temperature window in which the devi-220 ation in soot conversion fraction is relevant for the cylinder contracting area model widens as the 22 temperature increases. 222

4. Reactivity dependence on the O_2 concentration

223

Besides the dependence of the soot reaction order on the O_2 concentration, the gas reactant has a primary role on the determination of the kinetic term K defined in Eq. 2. Consequently, an accurate determination of the O_2 effect on the kinetics is in turn intimately related to the right quantification of the pre-exponential factor and the activation energy of the soot oxidation reaction.

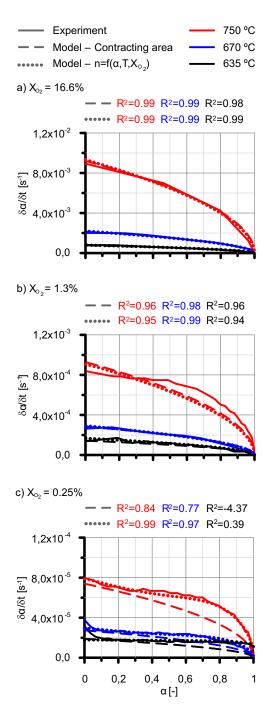


Figure 5: Application of the contracting area reaction model to predict the soot reaction rate in isothermal TGA tests with different O_2 concentration.

As usually considered in the literature (Bogarra et al., 2018), constant reaction order with respect to O_2 is initially assumed. As a result, the activation energy and the pre-exponential factor

of the Arrhenius expression can be obtained by linearisation of the kinetic term K applying the logarithm method:

$$K = k_{ox} X_{O_2}^r = P_{f_{ox}} e^{-\frac{E_{a_{ox}}}{\Re T}} X_{O_2}^r$$
 (5)

$$\ln k_{ox} = \ln \left(\frac{K}{X_{Ox}^r} \right) = \ln P_{f_{ox}} - \frac{E_{a_{ox}}}{\Re} \frac{1}{T}$$
 (6)

Fig. 6 represents the logarithm of the intrinsic kinetic term (k_{ox}) as a function of the inverse 232 of the temperature for every TGA test. Applying these data to Eq. 6, the corresponding acti-233 vation energy and pre-exponential factor for every O_2 concentration are summarised in Table 4. The results indicate that the intrinsic kinetic term is linear with temperature provided that the O₂ 235 concentration does not vary. This is a misleading result that advises not to rely the soot oxidation characterisation on test campaigns at constant O₂ concentration. This approach might lead to 237 be confident on the hypothesis of constant O_2 reaction order to determine the activation energy. However, the parametrisation would be only valid for the specific tested O₂ concentration but not 239 representative of the regular operation of the regeneration of PFs under real driving conditions. In addition, the variation of the activation energy with temperature at constant O₂ concentration also 241 confirms that the O2 reaction order is not constant in actual conditions. Consequently, the oxygen adsorption must be considered as a governing process of the reaction dynamics. Its influence can 243 be described by means of an isotherm based reaction rate, whose use is equivalent to a variable 244 reaction order that depends on temperature and O₂ concentration, as discussed by Macián et al. 245 (2019). Therefore, the use of the Langmuir (LG) and Dubinin-Radushkevich (DR) isotherms is proposed to explore the dependence of the soot oxidation on the O_2 concentration. Firstly, the efficiencies of the various mass transfer processes that can take place in a TGA 248

experiment have been considered to assess their effect on the soot oxidation rate and on the deter-

mination of the intrinsic kinetic parameters. For this purpose, the proposal of Song et al. (2006)

249

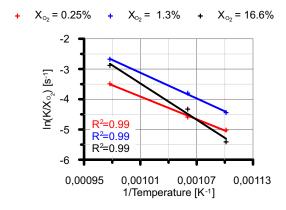


Figure 6: Dependence of the soot oxidation intrinsic kinetic term on temperature and O_2 concentration.

Table 4: Pre-exponential factor and activation energy of the soot oxidation as a function of the O_2 concentration assuming O_2 first-order kinetics.

X _{O2} [%]	$P_{f_{ox}}$ [s ⁻¹]	$E_{a_{ox}}$ [J/mol]
0.25	6.21×10^3	103917
1.3	7.25×10^5	117826
16.6	1.86×10^{8}	166405

was applied to calculate the intraparticle, interparticle and external diffusion efficiencies. Since the TGA experiments were carried out under isothermal conditions, the heat transfer processes were assumed negligible, as commonly done in the literature in these cases (Jaramillo et al., 2014).

The intraparticle diffusion efficiency is calculated as a function of the Thiele modulus referred to the spherical soot particles as

$$\eta_p = \frac{3}{\varphi_p} \left(\frac{1}{\tanh \varphi_p} - \frac{1}{\varphi_p} \right),\tag{7}$$

where η_p is the intraparticle diffusion efficiency and φ_p represents the Thiele modulus calculated using the GDI soot geometric properties given by Choi et al. (2015).

Similarly, the interparticle diffusion is related to the mass transfer throughout the soot sample layer. If the soot sample behaves like a flat plate, the interparticle diffusion efficiency is given by the Thiele modulus referred to the layer thickness as

$$\eta_l = \frac{1}{\tanh \varphi_l}.\tag{8}$$

Finally, the external diffusion, which defines the mass transfer from the bulk gas to the external surface of the soot sample, is calculated from the O_2 molecular diffusivity and the maximum oxidation rate corrected by the intraparticle and interparticle diffusion efficiencies according to (Song et al., 2006):

$$\frac{1 - \eta_e}{\eta_e} = \frac{\eta_p \eta_l K_{max} \nu_{O_2} e (L - e)}{D_{m_{O_2}}}$$
(9)

The efficiency of every diffusion step is represented in Fig. 7 as a function of temperature and O_2 concentration being indicated the particular result for the isothermal TGA tests. The effective diffusion efficiency, i.e. the product of the three contributions, is represented for $X_{O_2} = 0.25\%$, since this is the most restrictive condition. The results are similar to those provided by Song et al. (2006). The main diffusion limitations are given by the external and interparticle mass transfer as the temperature increases. Nevertheless, the diffusion is not highly affecting the oxidation rate, being the effective diffusion efficiency over 0.92 in all cases.

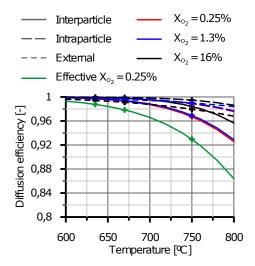


Figure 7: Diffusion efficiency of every mass transfer step in the isothermal TGA tests.

Taking into account the mass transfer contribution, if the Langmuir isotherm (Langmuir, 1948)
is applied, the kinetic term is expressed as

$$K_{LG} = \eta_e \eta_p \eta_l k_{ox} \frac{K_S X_{O_2}}{K_S X_{O_2} + 1},$$
(10)

where K_S is the adsorption equilibrium constant obtained according to Eq. 11:

$$\left\{ k_{ads} = P_{f_{ads}} e^{-\frac{E_{a_{ads}}}{\Re T}} \\
 k_{des} = P_{f_{des}} e^{-\frac{E_{a_{des}}}{\Re T}} \right\} K_S = \frac{P_{f_{ads}}}{P_{f_{des}}} e^{-\frac{E_{a_{ads}} - E_{a_{des}}}{\Re T}} = P_{f_S} e^{-\frac{\Delta H_S}{\Re T}}$$
(11)

In Eq. 11, ΔH_S is the adsorption enthalpy, which is defined as the adsorption to desorption activation energy difference, and P_{fs} represents the pre-exponential factor of the sorption process. 276 The Langmuir isotherm has provided good results to model the dynamics of the diesel soot 277 oxidation in the presence of NO₂ (Messerer et al., 2006) and O₂ (Macián et al., 2019). The 278 main reason is the further sensitivity to the temperature brought to the reaction rate expression by the gaseous reactant adsorption limitations. However, the Langmuir isotherm was evaluated 280 with experimental data obtained with constant gaseous reactant concentration. Due to the uncer-281 tainty on the Langmuir isotherm capability in tests with different concentration in gaseous reac-282 tant, the Dubinin-Radushkevich isotherm is also considered to complete the analysis. Opposite 283 to the Langmuir model, the Dubinin-Radushkevich isotherm (Dubinin and Radushkevich, 1947) 284 assumes heterogeneous surface and multi-layer adsorption involving Van Der Waals forces. The 285 model equation is semi-empirical and describes the pore filling based on a change in the potential 286 energy between the gas and adsorbed phases and a characteristic energy of a given solid (Nguyen 287 and Do, 2001). It is applied to describe the adsorption in microporous substrates, with good results 288 in carbonaceous materials (Nguyen and Do, 2001). Eq. 12 defines the kinetic term K according to 289 the Dubinin-Radushkevich model,

$$K_{DR} = \eta_e \eta_p \eta_l k_{ox} e^{-\beta \varepsilon^2}, \tag{12}$$

where β is a constant and ε is the Polany potential calculated as:

302

303

304

305

306

307

308

309

$$\varepsilon = \Re T \ln \left(1 + \frac{1}{X_{O_2}} \right) \tag{13}$$

The parameters of the Langmuir and Dubinin-Radushkevich isotherms, as well as the oxidation 292 pre-exponential factor and activation energy, were determined applying the Levenberg-Marquardt method. The kinetic terms corresponding to the case $n = f(\alpha, T, X_{O_2})$ of each isothermal TGA 294 experiment detailed in Table 3 were considered in this calibration procedure. The value of the pa-295 rameters and the predicted kinetic terms can be found in Table 5 and Fig. 8, respectively. Although 296 this calibration is affected by the operating conditions in which the soot was collected, the order 297 of magnitude of the activation energy falls into the range found in previous works for gasoline 298 soot (Bogarra et al., 2016). At the same time, the proposed procedure provides good accuracy to 299 determine the pre-exponential factor since the soot reaction order, the O2 adsorption and the mass 300 transfer limitations are considered. 301

Langmuir and Dubinin-Radushkevich isotherms provide similar activation energy ($\pm 160 \text{ kJ/mol}$). However, the greater consistency of the Dubinin-Radushkevich model within the entire temperature and O_2 concentration ranges is clearly observed in Fig. 8(b). Its deviation with respect to the kinetic term obtained from the experiments assuming $n = f(\alpha, T, X_{O_2})$ (Table 3) is always lower than the one provided by the Langmuir isotherm. In fact, the Langmuir isotherm only works at high O_2 concentration, in agreement with the results obtained by Macián et al. (2019) in PF active regenerations. However, the Langmuir model completely fails close to stoichiometric conditions, being just able to capture the dependence on temperature of the kinetic term (Fig. 8(a)).

The predicted soot oxidation rate along the isothermal TGA tests is shown in Figs. 9 and 10 applying the kinetic terms obtained with Langmuir and Dubinin-Radushkevich models, respectively.
These models are combined with the soot reaction order obtained using Eq. 3. An overall comparison leads to conclude that the Dubinin-Radushkevich model behaves better than the Langmuir

Table 5: Parameters of the kinetic term *K* for the Langmuir and Dubinin-Radushkevich models.

imeters of	the kinetic te	rm K for the	Langmuir and Dubinin-Radushko		
		Langmuir			
$P_{f_{ox}}$	$[s^{-1}]$	3.37×10^6	2.65×10^6		
$E_{a_{ox}}$	[J/mol]	162600	160400		
$oldsymbol{P}_{f_{\mathcal{S}}}$	[-]	0.00267			
ΔH_S	[J/mol]	-64252			
β	$[\text{mol}^2/\text{J}^2]$		2.09×10^{-9}		
	■ X ₀₂ :	=16.6%	n=f(α,T,X ₀₂) Model		
	a) Langmu 10 ⁻¹ 🛊	ii isouleitti			
		8 8 + + + +			
	b) Dubinin-l	Radushkevich i	sotherm		
	$ \begin{array}{ccccccccccccccccccccccccccccccccc$				
	10 T	0 650	700 750 800		

Figure 8: Comparison of the experimental kinetic term *K* with (a) Langmuir and (b) Dubinin-Radushkevich models.

Temperature [°C]

approach. Both models perform very similar at the highest O_2 concentration with the only exception of the highest temperature test, where the Langmuir model underestimates the oxidation rate. The Dubinin-Radushkevich model is fully consistent at $X_{O_2} = 1.3\%$. By contrast, the reaction rate predicted by the Langmuir model diverges as the temperature decreases. The largest differences appear in the TGA tests at $X_{O_2} = 0.25\%$. Under this atmosphere, the Langmuir model is unable to capture the oxidation dynamics and overestimates the reaction rate. Conversely, the soot oxi-

dation rate predicted by the Dubinin-Radushkevich isotherm is more precise. Only at the lowest temperature the Dubinin-Radushkevich model provides a negative coefficient of determination, as happens with the Langmuir model at all temperatures. Despite this case conditioned by the low standard deviation of the experimental data, the Dubinin-Radushkevich model can be concluded to provide an accurate quantitative prediction within the tested range.

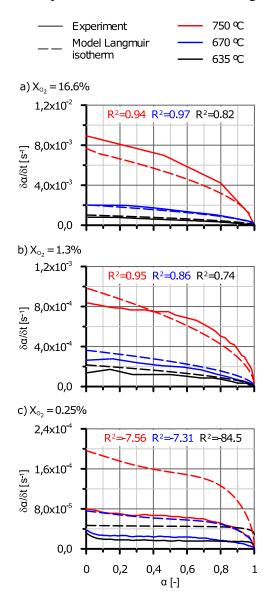


Figure 9: Comparison of the experimental soot oxidation rate with the prediction of the Langmuir model in isothermal TGA tests at different temperature and O_2 concentration.

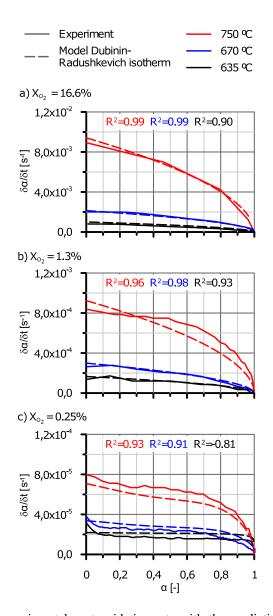


Figure 10: Comparison of the experimental soot oxidation rate with the prediction of the Dubinin-Radushkevich model in isothermal TGA tests at different temperature and O₂ concentration.

The capability of the model combining the calculation of the instantaneous soot reaction order 325 and the Dubinin-Radushkevich isotherm is examined against additional TGA tests non-used in the 326 calibration. The results obtained applying the Langmuir isotherm are also considered for the sake of completeness.

327

328

Three low temperature isothermal TGA tests are represented in Fig. 11 covering the range 329 from 500 to 550°C with 16.6% in O_2 concentration. In agreement with the results shown in plot (a) of Figs. 9 and 10, both models behave similar at this O_2 concentration. However, the Dubinin-Radushkevich isotherm yields more accurate results and only slightly overpredicts the soot depletion rate at 550°C. In comparison, the Langmuir model shows larger deviation at this temperature, although its ability to predict the trends in oxidation rate is still acceptable.

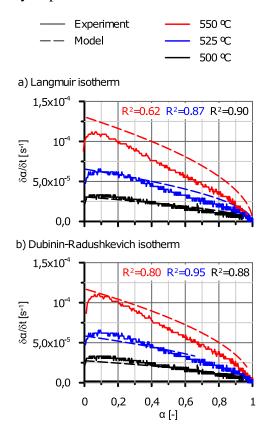


Figure 11: Comparison of the experimental soot oxidation rate with the prediction of the Langmuir and Dubinin-Radushkevich models in isothermal TGA tests at low temperature with 16.6% in O₂ concentration.

The validation of the proposed model is completed using non-isothermal TGA tests, which are represented in Fig. 12. The heating rate was constant during every test, ranging from 1° C/min to 5° C/min; the O_2 concentration was kept at 16.6% in all tests. The Langmuir (Fig. 12(a)) and the Dubinin-Radushkevich (Fig. 12(b)) models provide very similar results in terms of oxidation dynamics, as shown in Fig. 12, and characteristic parameters, which are summarised in Table 6. These results confirm that both models behave similar under O_2 excess conditions.

In particular, the starting oxidation temperature (SOT), which is defined as the temperature 341 at which the soot conversion fraction reaches 5%, and the maximum mass loss rate temperature 342 (MMLRT) (Rodríguez-Fernández et al., 2016) are detailed in Table 6. Both models capture the 343 experimental SOT and MMLRT properly, despite the noisy experimental signal (Bogarra et al., 344 2016). Nevertheless, the predicted SOT is greater than the experimental one in all cases. Oppo-345 site, the calculated MMLRT is closer to the experimental value, both below and above. According to these trends in SOT and MMLRT, the modelled oxidation rate is slightly larger than the experi-347 mental one between these two characteristic temperatures due to mass conservation. This happens at every heating rate but becomes more evident at test with 1°C/min in heating rate. Nevertheless, 349 the maximum oxidation rate is also determined with good accuracy, as observed in Fig. 12. 350

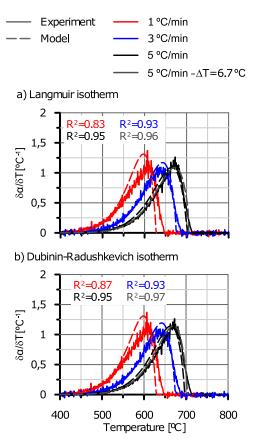


Figure 12: Comparison of the experimental soot oxidation rate with the prediction of the Langmuir and Dubinin-Radushkevich models in non-isothermal TGA tests with different heating rate and 16.6% in O₂ concentration.

Table 6: Comparison of SOT and MMLRT between experimental data, Langmuir model and Dubinin-Radushkevich model in non-isothermal TGA tests with different heating rate and 16.6% in O₂ concentration.

	SOT [°C]			MMLRT [°C]		
	Experiment	LG	DR	Experiment	LG	DR
1 °C/min	500	501	500.7	604.8	596.3	597.7
3 °C/min	528.8	536	536	638.8	642	642
5 °C/min	541.7	553.3	553.3	672.7	665	663.3
$5 ^{\circ}\text{C/min} (\Delta \text{T} = 6.7 ^{\circ}\text{C})$	541.7	560	560	672.7	671.7	670

Finally, it is worth to note that the model prediction of the case corresponding to 5°C/min 351 in heating rate presents a shift of the oxidation rate regardless the model approach. In fact, the 352 modelled results should be delayed 6.7°C/min to increase the accuracy in the temperature region 353 between SOT and MMLRT, as evidenced in Fig. 12 (grey series). Since the proposed model is 354 sensitive to the change of the experimental response between 1°C/min and 3°C/min in heating 355 rate, the shift appearing at 5°C/min can be attributed to higher dependence on the heat transfer 356 phenomena, which have been neglected in this work. According to the results, the well-known 357 SOT and MMLRT increase as the heating rate does due to the lower dwell time for oxidation at a 358 given temperature is aggravated by thermal inertia effects. Consequently, a temperature gradient 359 between the gas and the soot sample appears and reduces the expected oxidation rate (model prediction) below the MMLRT, i.e. the experimental reaction rate is lower than the modelled one 361 when thermal inertia is neglected at high heating rates. In view of these results, the heating rate should be kept below 5°C/min to avoid the negative impact of heat transfer on the determination 363 of the soot kinetic parameters in non-isothermal TGA tests.

5. Summary and conclusions 365

36

A detailed analysis of the GDI soot oxidation reactivity has been presented applying a novel 366 experimental-theoretical methodology. The experimental procedure consists of isothermal TGA tests performed with different O₂ concentration. The testing matrix covers representative ranges for all the involved parameters (temperature, gaseous reactant concentration and soot conversion fraction) in soot regeneration under realistic driving operation conditions.

The analysis of the results has shown the benefits of decoupling the contribution of the solid-371 state model from the kinetic term, which depends mainly on the temperature and the concentration 372 of the gaseous reactant. The soot reaction order has been proved to be properly represented by 373 the cylinder contracting area model, i.e. soot reaction order equal to 0.5, when the O2 concen-374 tration is over 1.3%. From the engine point of view, this soot reaction order results suitable for 375 GPF regeneration modelling during fuel cut-off phases. However, the average soot reaction order 376 of the TGA test decreases to 0.2-0.3 when the O₂ concentration is 0.25%, which represents the 377 concentration during the lean combustion phase imposed by the engine lambda control. For these 378 operating conditions, the cylinder contracting area model fails. In addition, the analysis of the 379 instantaneous soot reaction order along the oxidation process reveals a marked sensitivity to the 380 completeness of the reaction as well as the appearance of temperature dependence. 381

In parallel, the kinetic term has been examined in detail. A modelling approach based on the 382 Arrhenius expression with constant O2 reaction order has been evidenced to be erroneous because 383 of the dependence of the activation energy on the O2 concentration and the temperature. This result underlines the need to account for the limitations that the mass transfer and oxygen adsorption 385 impose to the soot oxidation rate. In this regard, the Langmuir and the Dubinin-Radushkevich 386 isotherms have been evaluated. Although both models provide similar accuracy when O2 is avail-387 able in excess, the Dubinin-Radushkevich isotherm has also shown the ability to capture the oxidation dynamics in cases with very low O₂ concentration. Therefore, the adsorption-based Dubinin-389 Radushkevich model should be employed to represent the soot oxidation within the entire GPF operation window under real driving conditions.

92 Acknowledgements

This research has been partially supported by FEDER and the Government of Spain through project TRA2016-79185-R.

395 References

- ³⁹⁶ [1] 2007. 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information. Official Journal of the European Union.
- ³⁹⁹ [2] Alkidas, A.C., 2007. Combustion advancements in gasoline engines. Energy Convers. Manag. 48, 2751-2761.
- [3] Bahreini, R., Xue, J., Johnson, K., Durbin, T., Quiros, D., Hu, S., Huai, T., Ayala, A., Jung, H., 2015. Characterizing emissions and optical properties of particulate matter from PFI and GDI light-duty gasoline vehicles. J.
 Aerosol Sci. 90, 144–153.
- [4] Belot, I., Vidal, D., Votsmeier, M., Hayes, R.E., Bertrand, F., 2020. Numerical investigation of the impact of washcoat distribution on the filtration performance of gasoline particulate filters Chem. Eng. Sci. 221, 115656.
- [5] Bogarra, M., Herreros, J.M., Tsolakis, A., York, A.P.E., Millington, P.J., 2016. Study of particulate matter and
 gaseous emissions in gasoline direct injection engine using on-board exhaust gas fuel reforming. Appl. Energy
 180, 245–255.
- [6] Bogarra, M., Herreros, J.M., Tsolakis, A., York, A.P.E., Millington, P.J., Martos, F.J., 2017. Influence of on board produced hydrogen and three way catalyst on soot nanostructure in Gasoline Direct Injection engines.
 Carbon 120, 326–336.
- Bogarra, M., Herreros, J.M., Tsolakis, A., York, A.P.E., Millington, P.J., Martos, F.J., 2017. Impact of exhaust gas fuel reforming and exhaust gas recirculation on particulate matter morphology in Gasoline Direct Injection Engine. J. Aerosol Sci. 103, 1–14.
- [8] Bogarra, M., Herreros, J.M., Tsolakis, A., Rodríguez-Fernández, J., York, A.P.E., Millington, P.J., 2018. Gasoline direct injection engine soot oxidation: Fundamentals and determination of kinetic parameters. Combust.
 Flame 19, 177–187.
- [9] Charron, A., Harrison, R.M., Quincey, P., 2007. What are the sources and conditions responsible for exceedances of the 24 h PM10 limit value ($50 \mu gm^{-3}$) at a heavily trafficked London site? Atmos. Environ. 41, 960–975.
- [10] Choi, S., Seong, H., 2015. Oxidation characteristics of gasoline direct-injection (GDI) engine soot: Catalytic effects of ash and modified kinetic correlation. Combust. Flame 162, 2371–2389.

- [11] Deng, Y., Zheng, W., Jiaqiang, E., Zhang, B., Zhao, X., Zuo, Q., Zhang, Z., Han, D., 2017. Influence of
 geometric characteristics of a diesel particulate filter on its behavior in equilibrium state. Appl. Therm. Eng.
 123, 61–73.
- [12] Dubinin, M.M., Radushkevich, L.V., 1947. The equation of the characteristic curve of activated charcoal. Proc.
 USSR Acad. Sci. 55, 331–337.
- Ess, M.N., Bladt, H., Mühlbauer, W., Seher, S.I., Züllner, C., Lorenz, S., Brüggemann, D., Nieken, U., Ivleva, N.P., Niessner, R., 2016. Reactivity and structure of soot generated at varying biofuel content and engine operating parameters. Combust. Flame 163, 157–169.
- [14] Fan, C., Song, C., Lv, G., Wei, J., Zhang, X., Qiao, Y., Liu, Y., 2019. Impact of post-injection strategy on the physicochemical properties and reactivity of diesel in-cylinder soot. Proc. Combust. Inst. 37(4), 4821–4829.
- [15] Feng, W., Li, H., Wang, S., Van Halm-Lutterodt, N., An, J., Liu, Y., Liu, M., Wang, X., Guo, X., 2019. Short-term PM10 and emergency department admissions for selective cardiovascular and respiratory diseases in Beijing, China. Sci. Total Environ. 657, 213–221.
- [16] Gaddam, C.K., Vander Wal, R.L., 2013. Physical and chemical characterization of SIDI engine particulates.

 Combust. Flame 160, 2517–2528.
- 436 [17] Giechaskiel, B., Joshi, A., Ntziachristos, L., Dilara, P., 2019. European regulatory framework and particulate 437 matter emissions of gasoline light-duty vehicles: a review. Catalysts 9, 586–616.
- Hurt, R.H., Haynes, B.S., 2005. On the origin of power-law kinetics in carbon oxidation. Proc. Combust. Inst. 30, 2161–2168.
- [19] Jaramillo, I.C., Gaddam, C.K., Vander Wal, R.L., Huang, C., Levinthal, J.D., Lighty, J.S., 2014. Soot oxidation
 kinetics under pressurized conditions. Combust. Flame 161, 2951-2965.
- [20] Jaramillo, I.C., Gaddam, C.K., Vander Wal, R.L., Lighty, J.S., 2015. Effect of nanostructure oxidative pressure
 and extent of oxidation on model carbon reactivity. Combust. Flame 165, 1848–1856.
- Jian, S., Yang, Y., Ren, W., Xing, L., Zhao, D., Tian, Y., Ding, T., Li, X., 2020. Kinetic analysis of morphologies
 and crystal planes of nanostructured CeO2 catalysts on soot oxidation. Chem. Eng. Sci. 226, 115891.
- Jiaqiang, E., Pham, M., Deng, Y., Nguyen, T., Duy, V., Le, D., Zuo, W., Peng, Q., Zhang, Z., 2018. Effects of
 injection timing and injection pressure on performance and exhaust emissions of a common rail diesel engine
 fueled by various concentrations of fish-oil biodiesel blends. Energy 149, 979–989.
- [23] Joshi, A., 2019. Review of vehicle engine efficiency and emissions. SAE Int. J. Adv. & Curr. Prac. in Mobility
 1, 734–761.

- [24] Khawam, A., Flanagan, D.R., 2006. Solid-state kinetic models: basics and mathematical fundamentals. J. Phys.
 Chem. B 35, 17315–17328.
- ⁴⁵³ [25] Kong, X., Li, Z., Shen, B., Wu, Y., Zhang, Y., Cai, D., 2019. Simulation of flow and soot particle distribution in wall-flow DPF based on lattice Boltzmann method. Chem. Eng. Sci. 202, 169–185.
- Langmuir, I., 1948. The production of rain by a chain reaction in Cumulus clouds of temperatures above freezing.

 J. Met. 5, 175–192.
- Lapuerta, M., Rodríguez-Fernández, J., Sánchez-Valdepeñas, J., 2020. Soot reactivity analysis and implications on diesel filter regeneration. Progr. Energ. Combust. 78, 100833.
- La Rocca, A., Bonatesta, F., Fay, M.W., Campanella, F., 2015. Characterisation of soot in oil from a gasoline direct injection engine using Transmission Electron Microscopy. Tribol. Int. 86, 77–84.
- Lee, K.O., Seong, H., Choi, S.M., 2013. Detailed analysis of kinetic reactions in soot oxidation by simulated diesel exhaust emissions. Proc. Combust. Inst. 34(2), 3057–3065.
- Luo, Y., Zhu, L., Fang, J., Zhuang, C., Guan, C., Xia, C., Xie, X., Huang, Z., 2015. Size distribution chemical composition and oxidation reactivity of particulate matter from gasoline direct injection (GDI) engine fueled with ethanol-gasoline fuel. Appl. Therm. Eng. 89, 647–655.
- Macián, V., Serrano, J.R., Piqueras, P., Sanchis, E.J., 2019. Internal pore diffusion and adsorption impact on the
 soot oxidation in wall-flow particulate filters. Energy 179, 407–421.
- Manousakas, M, Bairachtari, K., Kantarelou, V., Eleftheriadis, K., Vasilakos, C., Assimakopoulos, V.D., Maggos, T., 2019. The traffic signature on the vertical PM profile: Environmental and health risks within an urban roadside environment. Sci. Total Environ. 646, 448–459.
- 471 [33] Maricq, M.M., Szente, J.J., Jahr, K., 2012. The impact of ethanol fuel blends on PM emissions from a light-duty
 472 GDI vehicle. Aerosol Sci. Tech. 46, 576–583.
- 473 [34] Messerer, A., Niessner, H., Pöschi, U., 2006. Comprehensive kinetic characterization of the oxidation and 474 gasification of model and real diesel soot by nitrogen oxides and oxygen under engine exhaust conditions:
- Measurement Langmuir-Hinshelwood and Arrhenius parameters. Carbon 44, 307–324.
- [35] Moré, J.J., 1977. The Levenberg-Marquardt algorithm: implementation and theory Numerical Analysis Lecture
 Notes in Mathematics. Springer, Verlag.
- 478 [36] Möller, R., Votsmeier, M., Onder, C., Guzzella, L., Gieshoff, J., 2009. Is oxygen storage in three-way catalysts 479 an equilibrium controlled process?. Appl. Catal. B 91, 30–38.
- Igy
 Nguyen, C., Do, D.D., 2001. The Dubinin-Radushkevich equation and the underlying microscopic adsorption
 description. Carbon 39, 1327–1336.

- Payri, F., Broatch, A., Serrano, J.R., Piqueras, P., 2011. Experimental-theoretical methodology for determination of inertial pressure drop distribution and pore structure properties in wall-flow diesel particulate filters (DPFs).

 Energy 36, 6731–6744.
- [39] Pfau, S.A., La Rocca, A., Haffner-Staton, E., Rance, G.A., Fay, K., Brough, R.J., Malizia, S., 2018. Comparative
 nanostructure analysis of gasoline turbocharged direct injection and diesel soot-in-oil with carbon black. Carbon
 139, 342–352.
- ⁴⁸⁸ [40] Rodríguez-Fernández, J., Oliva, F., Vázquez, R.A., 2011. Characterization of the diesel soot oxidation process through an optimized thermogravimetric method. Energy Fuels 25, 2039–2048.
- 490 [41] Rodríguez-Fernández, J., Hernández, J.J., Sánchez-Valdepeñas, J., 2016. Effect of oxygenated and paraffinic
 491 alternative diesel fuels on soot reactivity and implications on DPF regeneration. Fuel 185, 460–467.
- [42] Rubino, L., Thier, D., Schumann, T., Guettler, S., Russ, G., 2017. Fundamental study of GPF performance on
 soot and ash accumulation over Artemis urban and motorway cycles-comparison of engine bench results with
 GPF durability study on road.in: SAE Technical Paper 2017-24-0127.
- [43] Sánchez-Jiménez, P.E., Criado, J.M., Pérez-Maqueda, L.A., 2008. Kissinger kinetic analysis of data obtained
 under different heating schedules. J. Therm. Anal. Calorim. 94, 427–432..
- [44] Sánchez-Valdepeñas, J., 2018. Soot characterization and implications on its reactivity in diesel particulate filters.
 Ph.D. Thesis (text in Spanish), Universidad de Castilla la Mancha.
- [45] Seong, H., Lee, K., Cho, S., 2013. Effects of engine operating parameters on morphology of particulates from a
 gasoline direct injection (GDI) engine, in: SAE Technical Paper 2013-01-2574.
- [46] Serrano, J.R., Climent, H., Piqueras, P., Angiolini, E., 2016. Filtration modelling in wall-flow particulate filters
 of low soot penetration thickness. Energy 112, 883–898.
- [47] Singh, V., Biswal, A., Kesarkar, A.P., Mor, S., Ravindra, K., 2020. High resolution vehicular PM10 emissions over megacity Delhi: Relative contributions of exhaust and non-exhaust sources. Sci. Total Environ. 699,
 134273.
- 506 [48] Song, Q., He, B., Yao, Q., Meng, Z., Chen, Z., 2006. Influence of diffusion on thermogravimetric analysis of carbon black oxidation. Energ. Fuel. 20, 1895–1900.
- [49] Soriano, J.A., Agudelo, J.R., López, A.F., Armas, O., 2017. Oxidation reactivity and nanostructural characterization of the soot coming from farnesane-A novel diesel fuel derived from sugar cane. Carbon 125, 516–529.
- [50] Wang, C., Xu, H., Herreros, J.M., Lattimore, T., Shuai, S., 2014. Fuel effect on particulate matter composition
 and soot oxidation in a direct-injection spark ignition (DISI) engine. Energy Fuels 28, 2003–2012.

- [51] Wang, X., Li, S., Adeosun, A., Li, Y., Vujanović, M., Tann, H., Duić, N., 2017. Effect of potassium-doping and
 oxygen concentration on soot oxidation in O2/CO2 atmosphere: A kinetics study by thermogravimetric analysis.
 Energy Convers. Manag. 149, 686–697.
- [52] Wang-Hansen, C., Ericsson, P., Lundberg, B., Skoglundh, M., Carlsson, P.A., Andersson, B., 2013. Characterization of particulate matter from direct injected gasoline engines. Top. Catal. 56, 446–451.
- 517 [53] Zhang, B., Jiaqiang, E., Gong, J., Yuan, W., Zhao, X., Hu, W., 2017. Influence of structural and operating factors
 518 on performance degradation of the diesel particulate filter based on composite regeneration. Appl. Therm. Eng.
 519 121, 838–852.
- 520 [54] Zhang, M., Hong, W., Xie, F., Su, Y., Liu, H., Zhou, S., 2018. Combustion, performance and particulate 521 matter emissions analysis of operating parameters on a GDI engine by traditional experimental investigation 522 and Taguchi method. Energy Convers. Manag. 164, 344–352.
- 523 [55] Ziliak, S., 2017. P-values and the search for significance. Nat. Methods 14, 3–4.
- [56] Zimmerman, N., Wang, J.M., Jeong, C., Ramos, M., Hilker, N., Healy, R.M., Sabaliauskas, K., Wallace, J.S.,
 Evans, G.J., 2016. Field measurements of gasoline direct injection emission factors: spatial and seasonal variability. Environ. Sci. Technol. 5, 2035–2043.

527 Nomenclature

 $D_{m_{O_2}}$ molecular diffusivity

e thickness of the particle layer

 E_a activation energy

 H_S adsorption enthalpy

k intrinsic kinetic term

K kinetic term

528

K kinetic term

K' kinetic term for contracting area approach

 K_{DR} kinetic term using Dubinin-Radushkevich isotherm model

 K_{LG} kinetic term using Langmuir isotherm model

 K_{max} kinetic term without mass transfer limitation

 K_S adsorption constant

L height of crucible

 m_0 initial sample mass

 m_{∞} sample mass at the end of test

 m_s sample mass

n soot reaction order

 P_f pre-exponential factor

r O₂ reaction order

R gas constant

t time

T temperature

 X_{O_2} O₂ molar concentration

Greek letters

 α soot conversion fraction

β Dubinin-Radushkevich adsorption constant

 Δ variation

 ε Polany potential

 φ Thiele modulus

 η Diffusion efficiency

 v_{O_2} O₂ stoichiometric factor

Acronyms

DR Dubinin-Radushkevich

GDI gasoline direct injection

GPF gasoline particulate filter

GTL gas to liquid

HVO hydrotreated vegetable oil

IBP initial boiling point

IMEP indicated mean effective pressure

FBP final boiling point

LG Langmuir

LHV lower heating value

MMLRT maximum mass loss rate temperature

MON motor octane number

PF wall-flow particulate filter

port fuel injection

R² coefficient of determination

RON research octane number

SOT starting oxidation temperature

TG thermogravimetric

TGA thermogravimetric analysis

VOC volatile organic compound

Subscripts

ads adsorption

des desorption

e external

l interparticle

- ox oxidation
- p intraparticle
 - S sorption