

CALL FOR PAPERS

12th Conference Injection and Fuels

December 1 and 2, 2020, Berlin
Berlin-Brandenburg Academy of Sciences and Humanities



General information

Date

December 1 and 2, 2020

Venue

Berlin-Brandenburg Academy of Sciences and Humanities
directly at "Gendarmenmarkt"
Jägerstraße 22/23
D-10117 Berlin



Presentation language and duration

German and English with simultaneous interpreting.
The presentations will last 20 minutes followed by
time for discussion.

Registering presentations

Parties interested in delivering a presentation are
requested to submit title, subject, names of authors
and company address in German and English.

- Submit to: www.wtz.de/EuK-Tagung
- Closing date: February 28, 2020
- Notification of authors: mid-April 2020

Do you have any questions regarding content?

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How are we going to reach the targets set for CO₂?

Although the subject of air pollution from exhaust emissions, such as fine dust and nitrogen oxides, continues to dominate in public awareness (Dieselgate, driving bans in towns and cities etc.), this problem will be resolved in a few years and move out of the focus. Modern vehicles powered by gasoline or diesel combustion engines will then emit exhaust pollutants at the detection limit, also in real driving conditions.

The challenge today is to stop climate change and significantly reduce the greenhouse gases responsible for it – the focus here being on CO₂ – and ultimately avoid or neutralize all anthropogenic CO₂ emissions. The targets set at climate conferences and, derived from these, by the European Union are extremely ambitious.

The hope of achieving these goals with electric mobility is deceptive. It will doubtlessly need to make a key and necessary contribution, but it will be equally as important and imperative to significantly reduce CO₂ emissions from internal combustion engines. The latter will remain the predominant drive system for passenger and, above all, goods transport for decades to come, particularly when seen from a global perspective.

Our conference will examine ways of reducing and neutralizing CO₂ through alternative fuels, such as H₂, e-fuels, OME, PtX, natural gas. In this context, we will look at their extraction and production, at using them in engines as well as at the injection technology needed to do so.

In short, we want this conference to provide a platform for helping to answer the question of how we are going to reach the targets set for CO₂.



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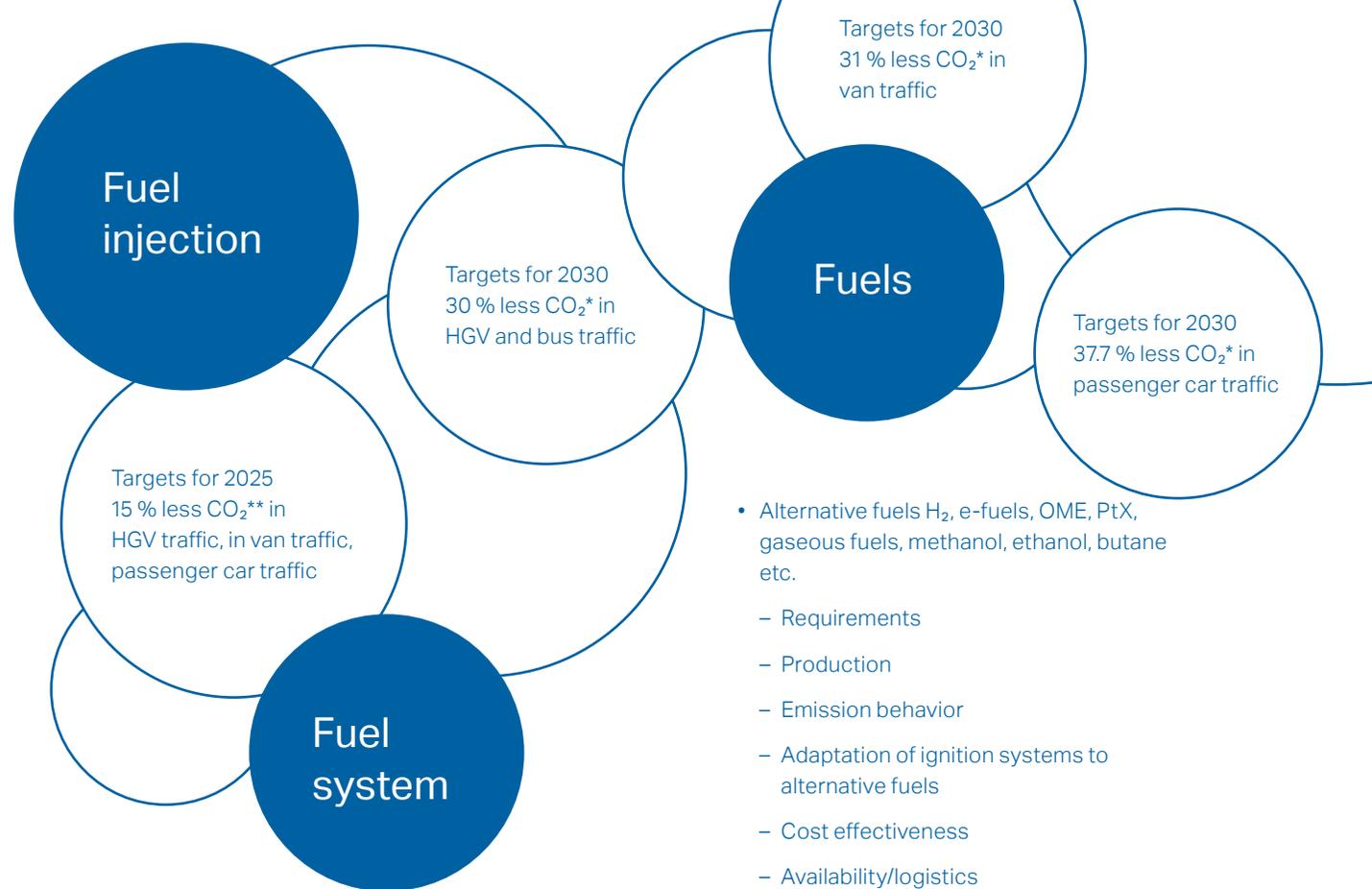


R. Marohn

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Focal topics

- Technology for injecting conventional fuels (gasoline, diesel)
- Technology for injecting alternative liquefied fuels (e-fuels, PtX, OME, LPG, methanol, ethanol etc.)
- Technology for injecting gaseous fuels (NG, H₂ etc.)
- Technology for injecting additional media (e.g. water)



- Alternative fuels H₂, e-fuels, OME, PtX, gaseous fuels, methanol, ethanol, butane etc.

- Requirements
- Production
- Emission behavior
- Adaptation of ignition systems to alternative fuels
- Cost effectiveness
- Availability/Logistics
- Evaluation
- Development of injection components

- Fuel systems for hybrid and REX applications
- Low-pressure circuit, filtration

*in relation to 2021
**in relation to 2019