

Overall Information

Table1- Overall Information

Vehicle plate number	33572 (28958)
CPK data logger number	LN: 001521, DN: 1995, Sim Number +989218469643
Bus line	Number 2 (west to east bus line)
Bus Terminals	Khavaran Bus Terminal - Western Bus Terminal
Total path distance	19 km
DPF producer company	HJS_03 (active system with FBC – electrical heater)
Installation date	19/Feb/2015
Report period	01/Mar/2016 – 15/Mar/2016 (fifteen days)
K value - DPF upstream	1.90 [1/m]
K value – DPF downstream	0.02 [1/m]

Table 2- DPF Maintenance History

Filter maintenance date	DPF was cleaned on Oct 5 th for the first time. The second cleaning was done on Dec 19 th .
Dosing status	Dosing value has been kept constant from installation date until now.

Table 3- Fuel and Additive Consumption Information

Bus mileage (from DPF installation date)	54103 km
Bus mileage over the period	1943 km
Working days over the period	14 days
Stop days	1 day
Data logger working days	14 days
Working hours over the period	169 hours 8 minutes
Average working hours per day (including stop days)	11 hours 16 minutes
Bus average speed	11.5 km/hr
idle speed time to all working time ration	52.94 %
Total Bus fuel consumption over the period	1263 lit
Fuel consumption per hour	7.5 lit/hr
Average fuel consumption	0.65 lit/km
Total Bus additive consumption over the period	0.6 lit
Average additive consumption	308 cc/km
Additive consumption to fuel ration	475 cc/1000lit

Temperature, Pressure and Engine Speed Overview

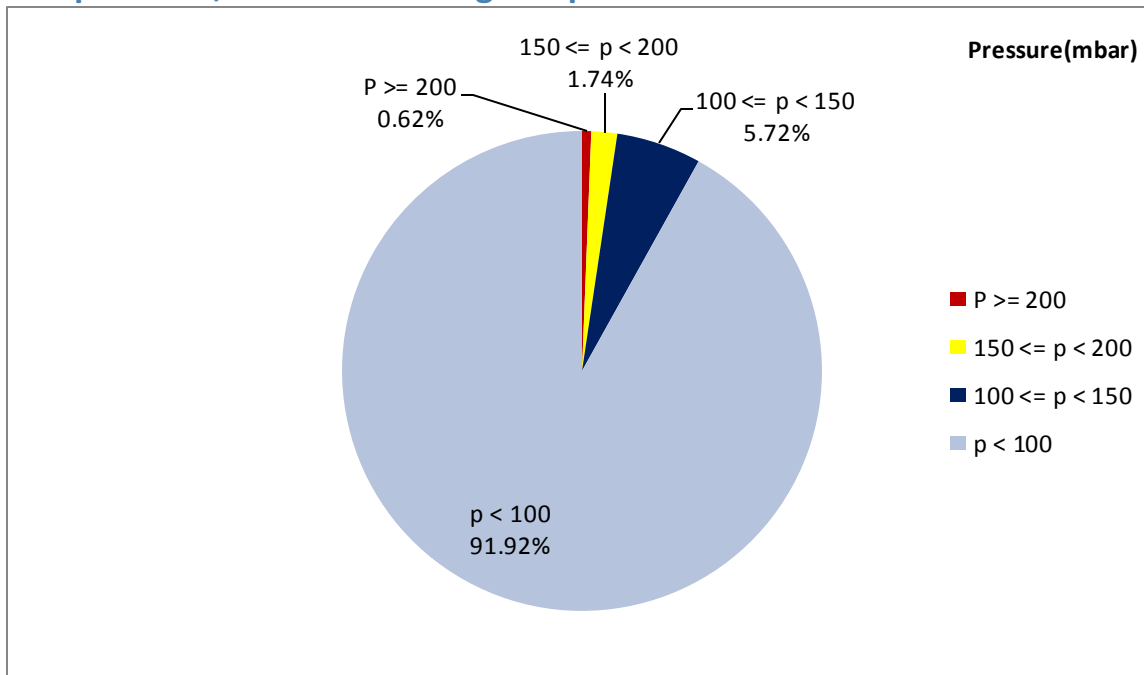


Figure 1- Pressure distribution over the working hours

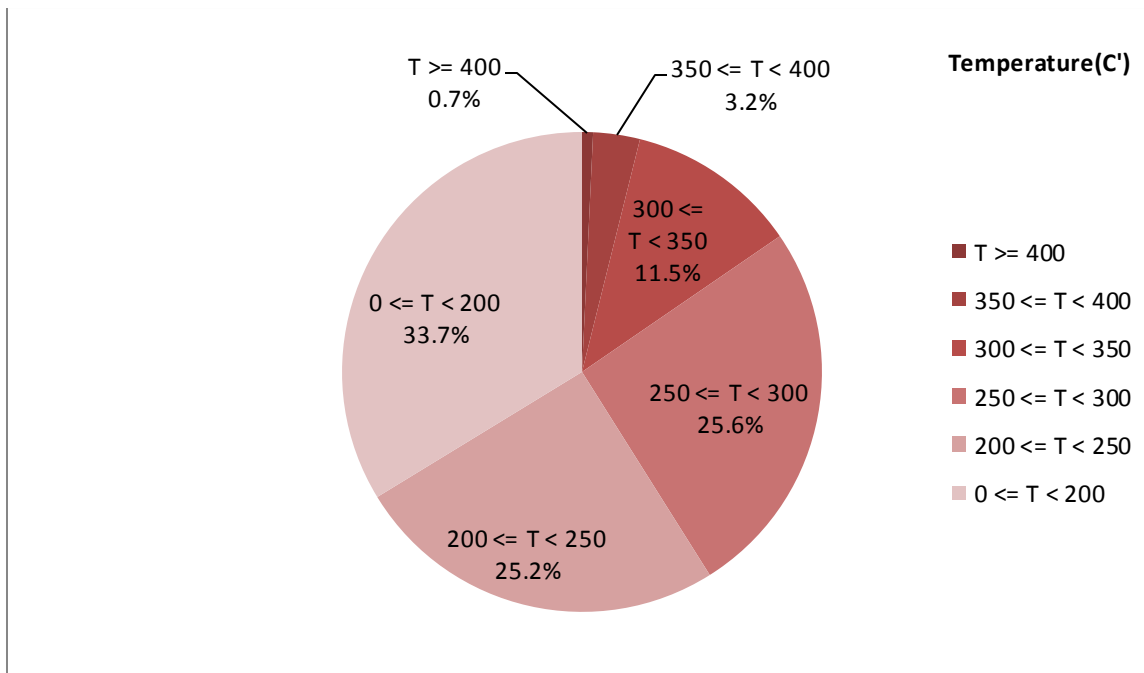


Figure 2-Temperature distribution over the working hours

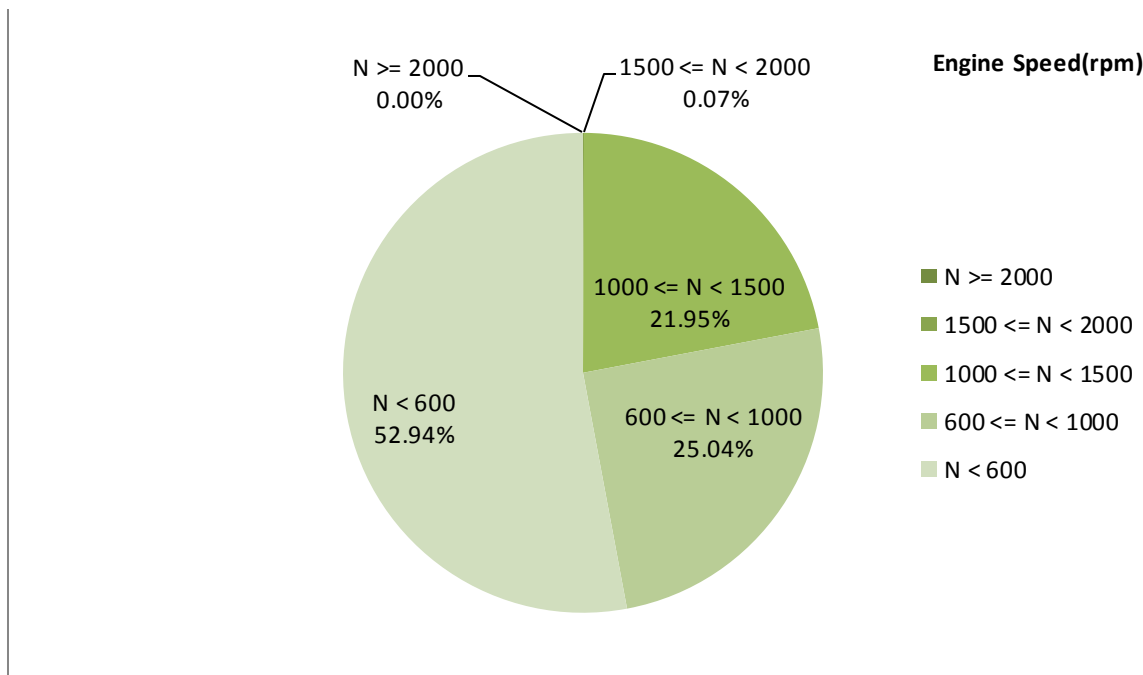


Figure 3- Engine speed distribution over the working hours

Table 4- Mean values

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
231.26	35.28	738

Table 5- Mean values without idling

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
278.74	65.83	953

Table 6- Max-min values

Max-min temperature(C)	Max-min pressure(mbar)	Max-min engine speed(rpm)
490-50	387-0	2064-400

Detailed Pressure Analysis

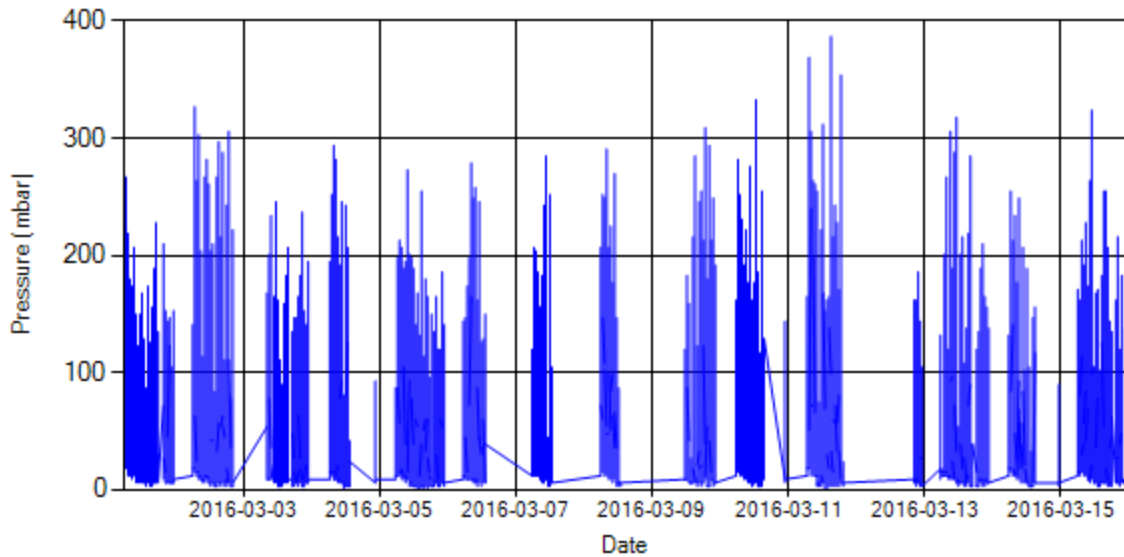


Figure 4- Pressure distribution over the period

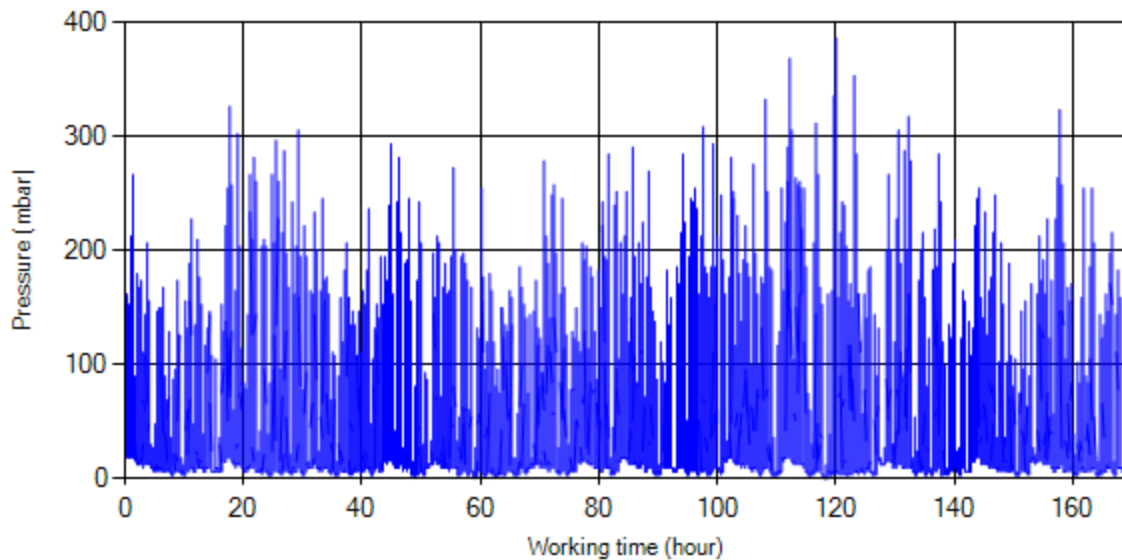


Figure 5- Pressure vs. working hours

Notice: backpressure distribution was shown into two diagrams. As obvious in figure 5, stop-working periods were eliminated and pressure was displayed along working hours.

Detailed Temperature Analysis

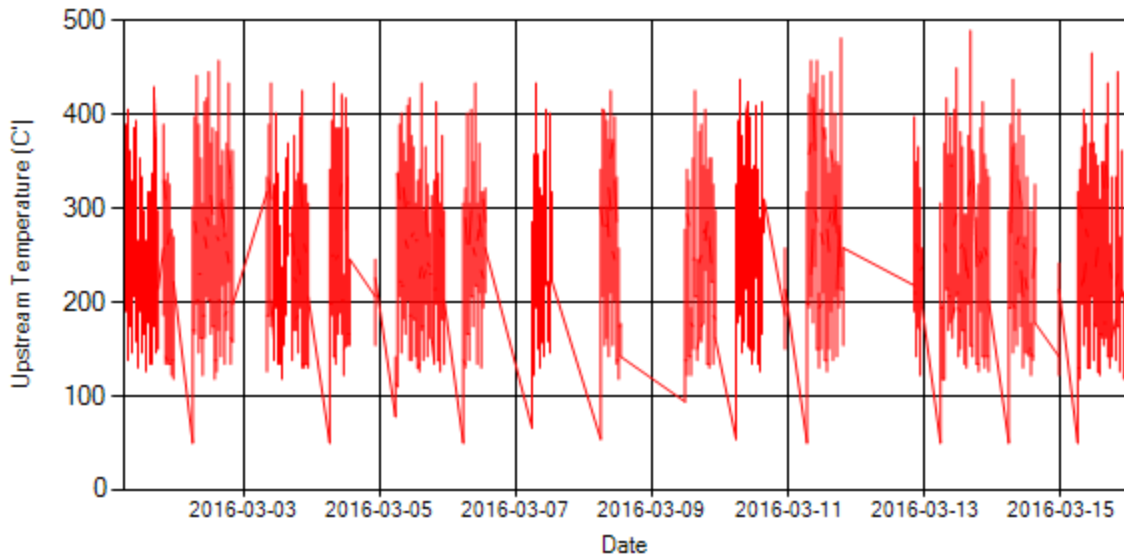


Figure 6- Temperature distribution over the period

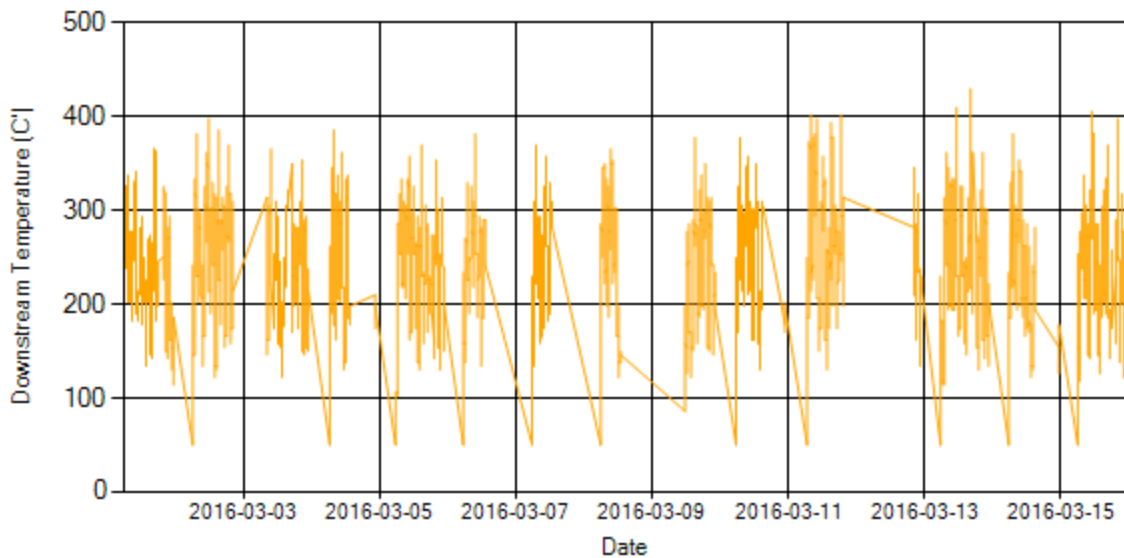


Figure 7- Temperature distribution over the period

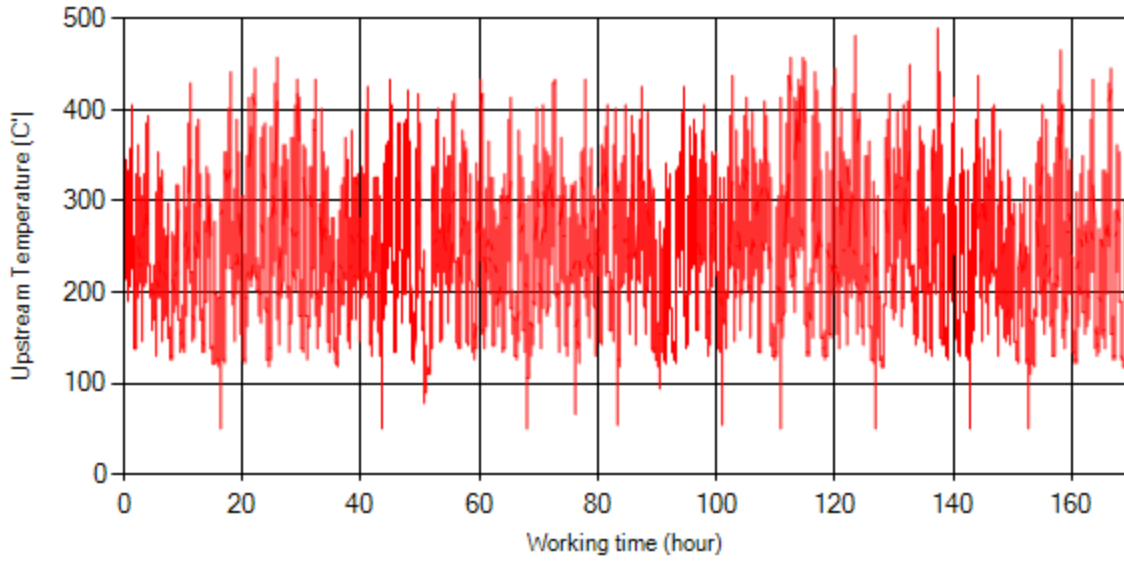


Figure 8- Temperature vs. working hours

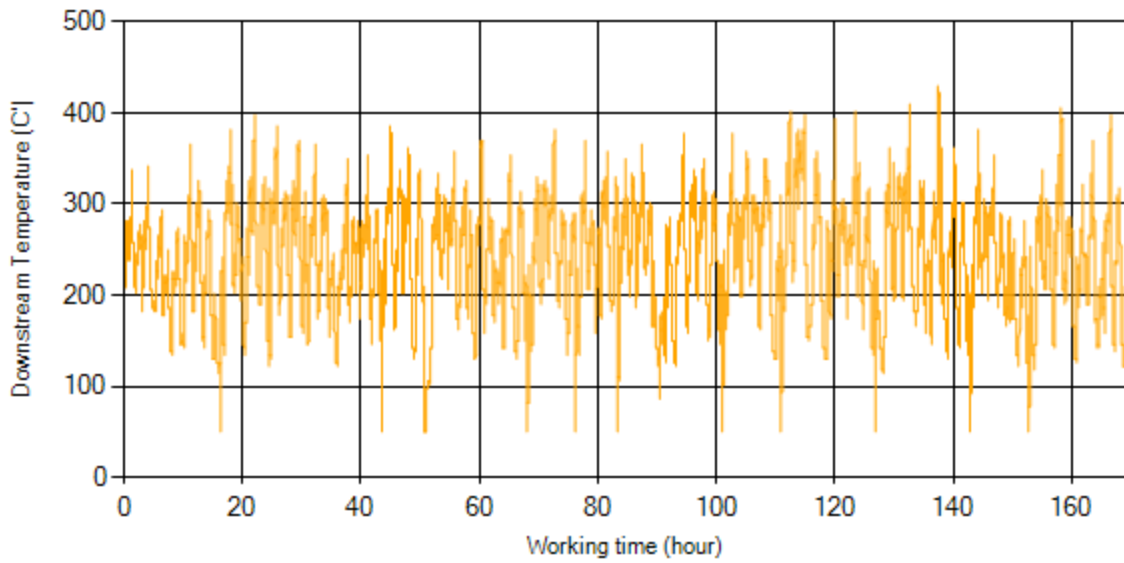


Figure 9- Temperature vs. working hours

Engine Speed Diagrams

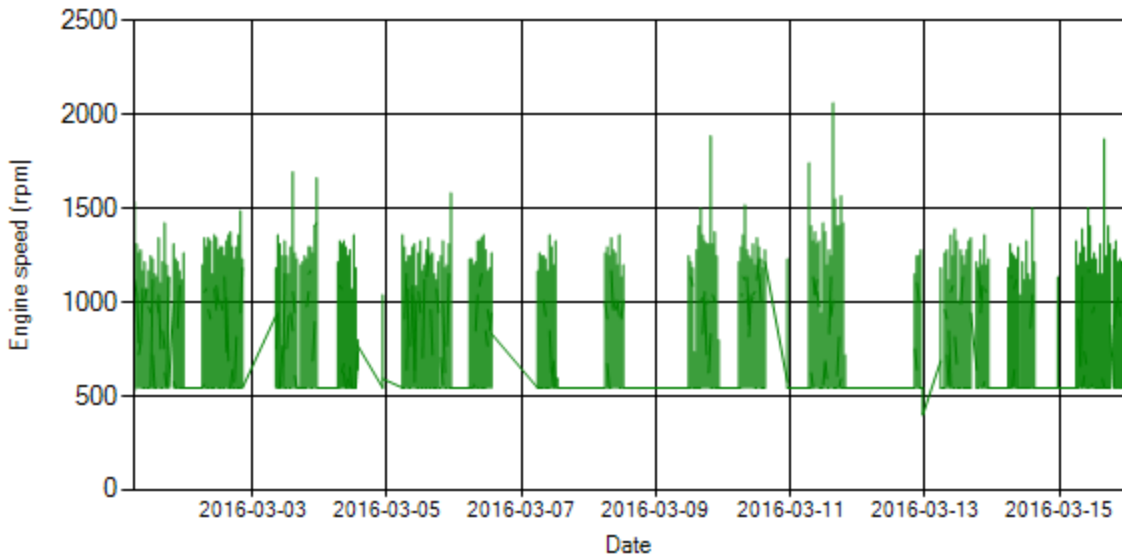


Figure 10- Engine speed distribution over the period

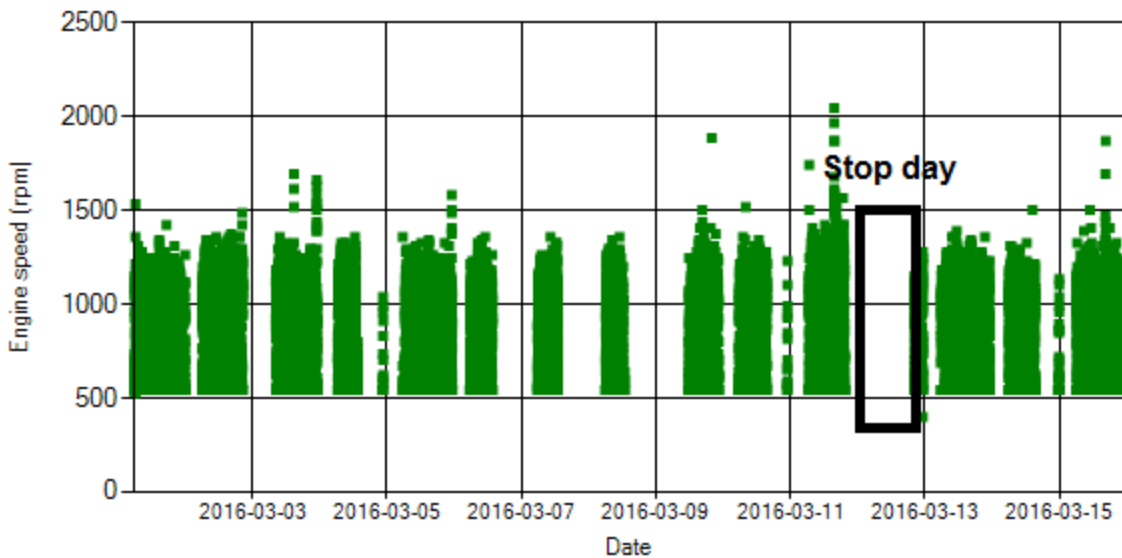


Figure 11- Engine speed diagram for calculating CPK's working days

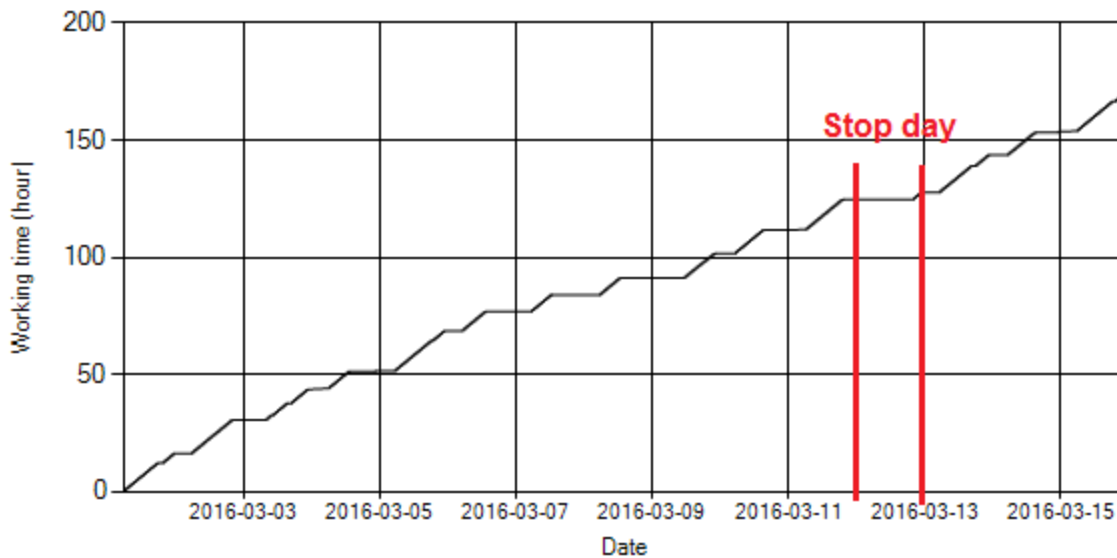


Figure 12- Time diagram for calculating CPK's working days

Notice: Data logger sampling time can be calculated from Figure 12. The lines parallel with Date axis show days without data logger data. As depicted in Figure 12, bus was stationary on 12th of March.

Pressure-Engine Speed diagrams

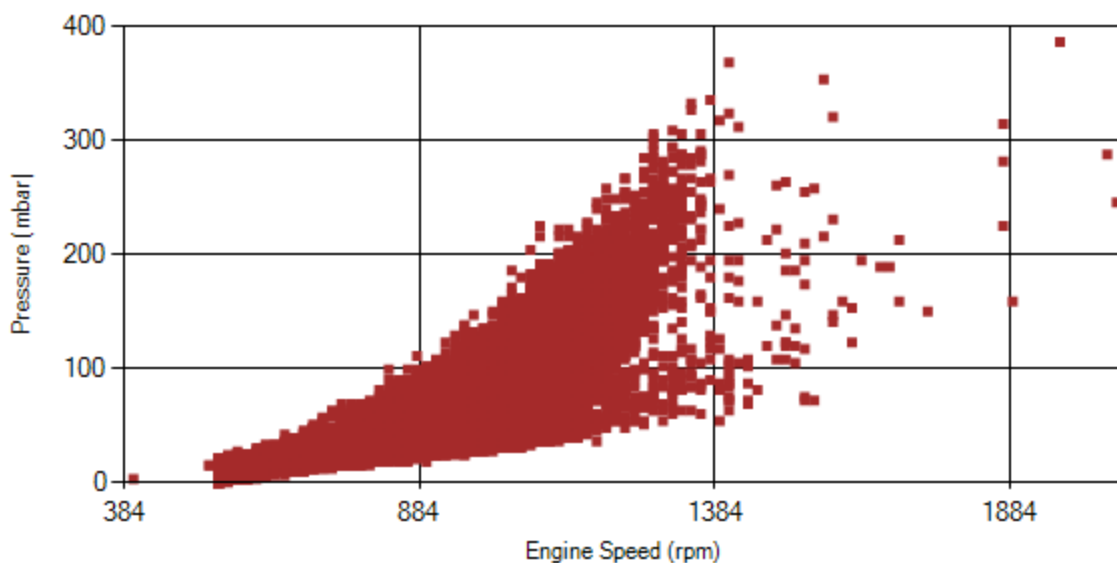


Figure 13- Pressure against engine speed

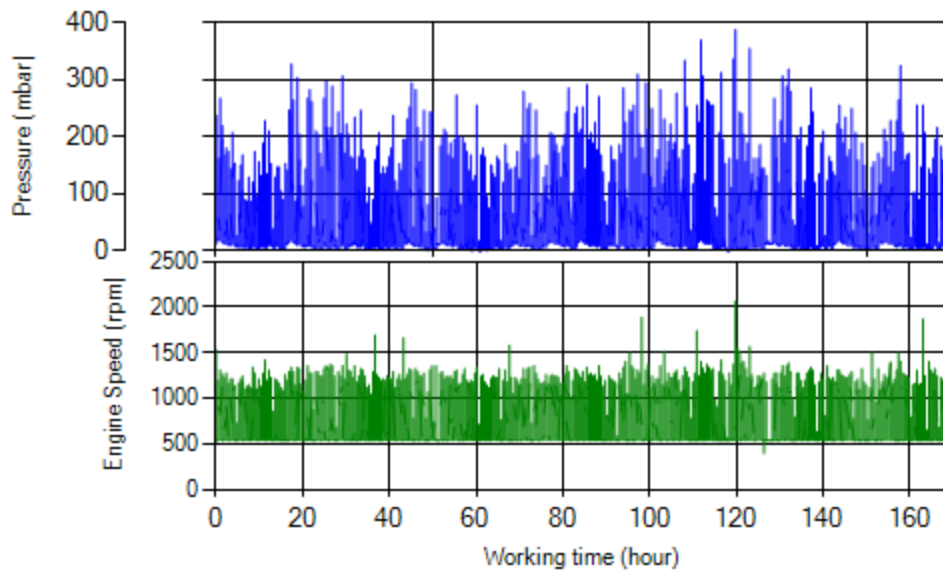


Figure 14- P, N distribution vs. working hours

Temperature-Engine Speed diagrams

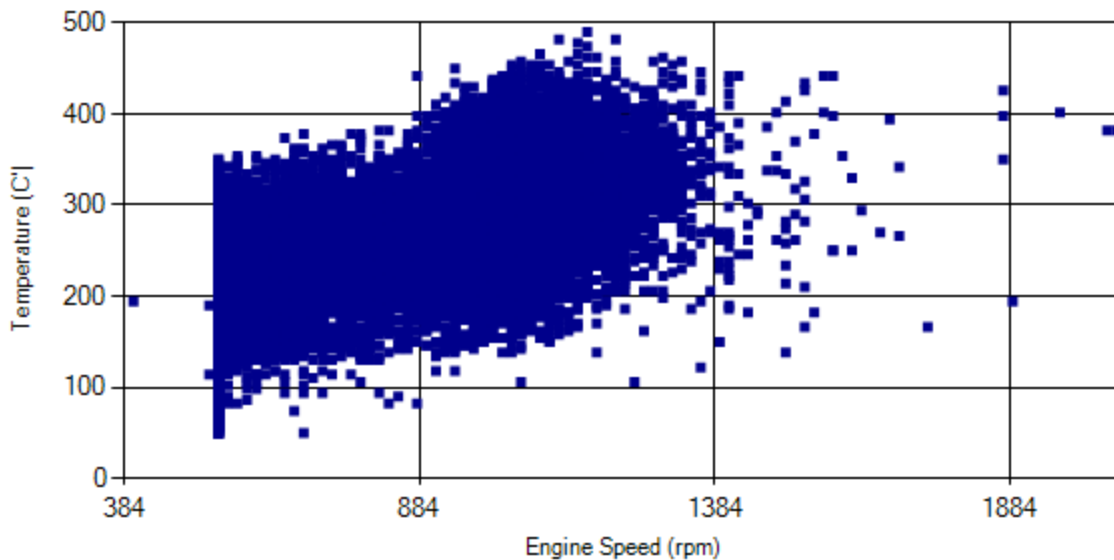


Figure 15- Temperature against engine speed

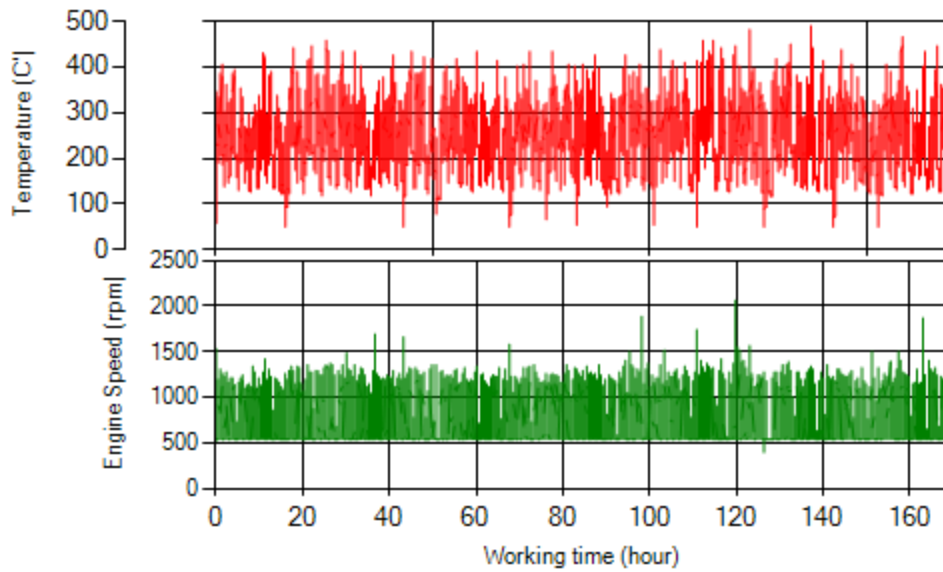


Figure 16- T, N distribution vs. working hours

Filter Operation Analysis

- As depicted in figure 1, 0.62% of total working time pressure is above 200 mbar and 2.36% above 150 mbar during this period.
- Figure 2 displays flow temperature distribution for DPF's upstream. It can be obviously observed only 3.9% of total working time temperature is above 350°C, so it could be concluded that active regeneration plays important role on working this DPF.

Filter operation status	Excellent <input type="checkbox"/>	Good <input checked="" type="checkbox"/>
	Maintenance required <input type="checkbox"/>	Failed <input type="checkbox"/>