

Overall Information

Table1- Overall Information

Vehicle plate number	33592 (32441)
CPK data logger number	LN: 001506, DN: 1927
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	Tehag_02 (Catalyzed DPF)
Installation date	25/Jan/2016
Report period	16/Mar/2016- 31/Mar/2016 (sixteen days)
K value - DPF upstream	1.65 [1/m]
K value – DPF downstream	0 [1/m]

Table 2- DPF Maintenance History

Filter maintenance date	System have been working without any cleaning from installation date.
Dosing status	This type do not use FBC.

Table 3- Fuel and Additive Consumption Information

Bus mileage (from DPF installation date)	3841 km
Bus mileage over the period	299 km
Working days over the period	8 days
Stop days	8 days
Data logger working days	8 days
Working hours over the period	31 hours 23 minutes
Average working hours per day (including stop days)	2 hours 5 minutes
Bus average speed	9.5 km/hr
idle speed time to all working time ration	68.87 %
Total Bus fuel consumption over the period	195 lit
Fuel consumption per hour	6 lit/hr
Average fuel consumption	0.65 lit/km

Temperature, Pressure and Engine Speed Overview

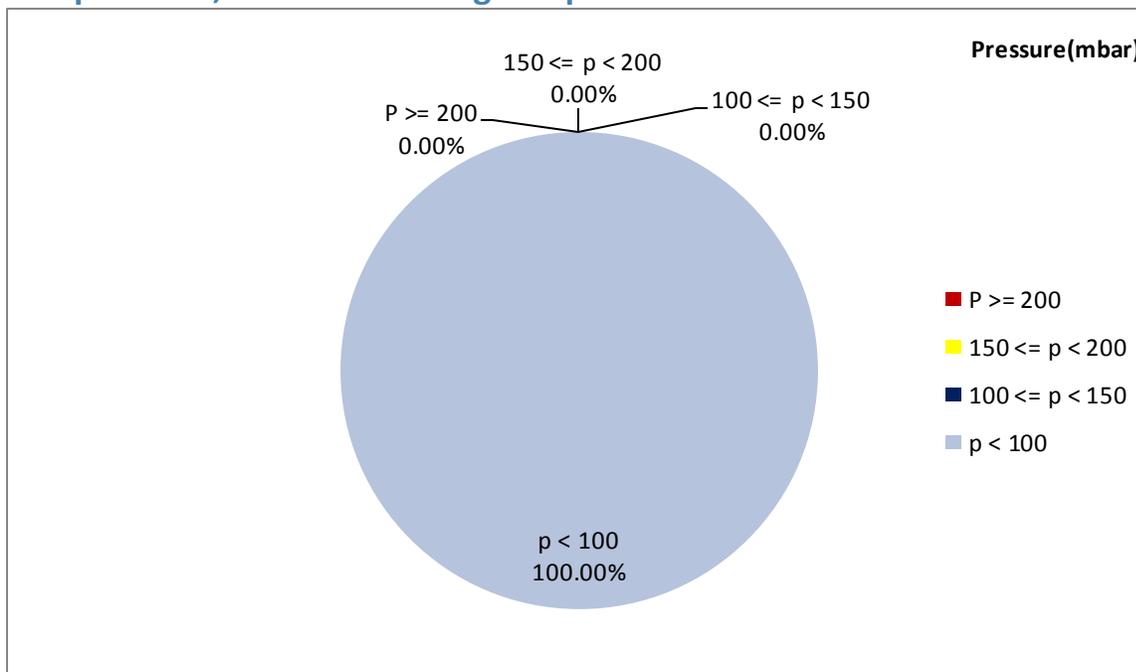


Figure 1- Pressure distribution over the working hours

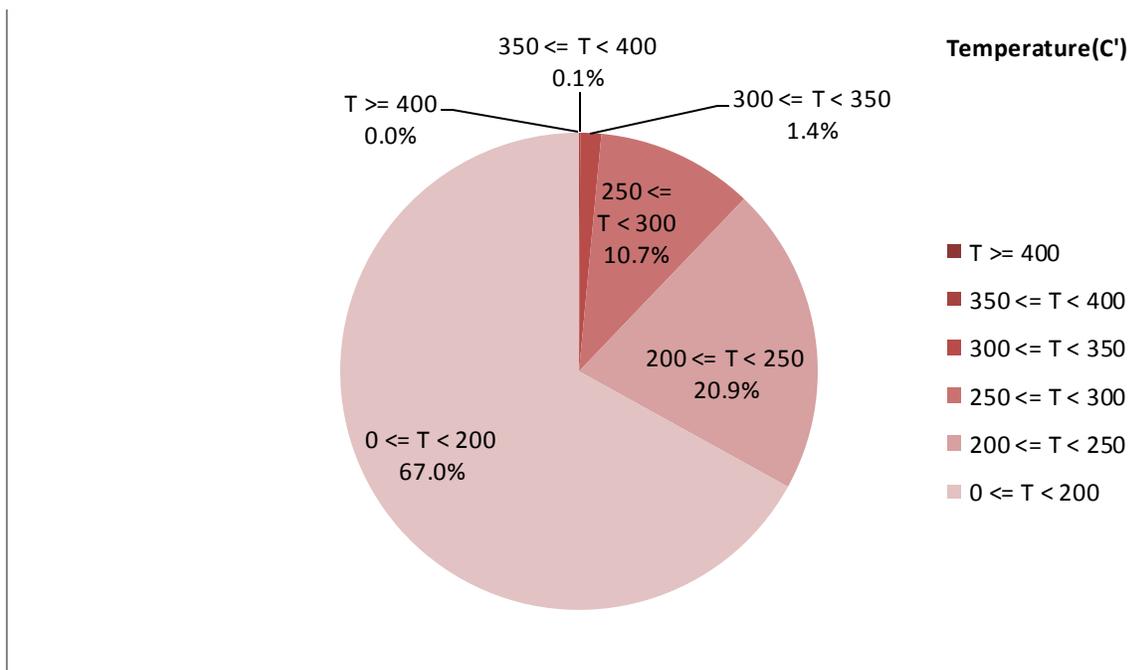


Figure 2-Temperature distribution over the working hours

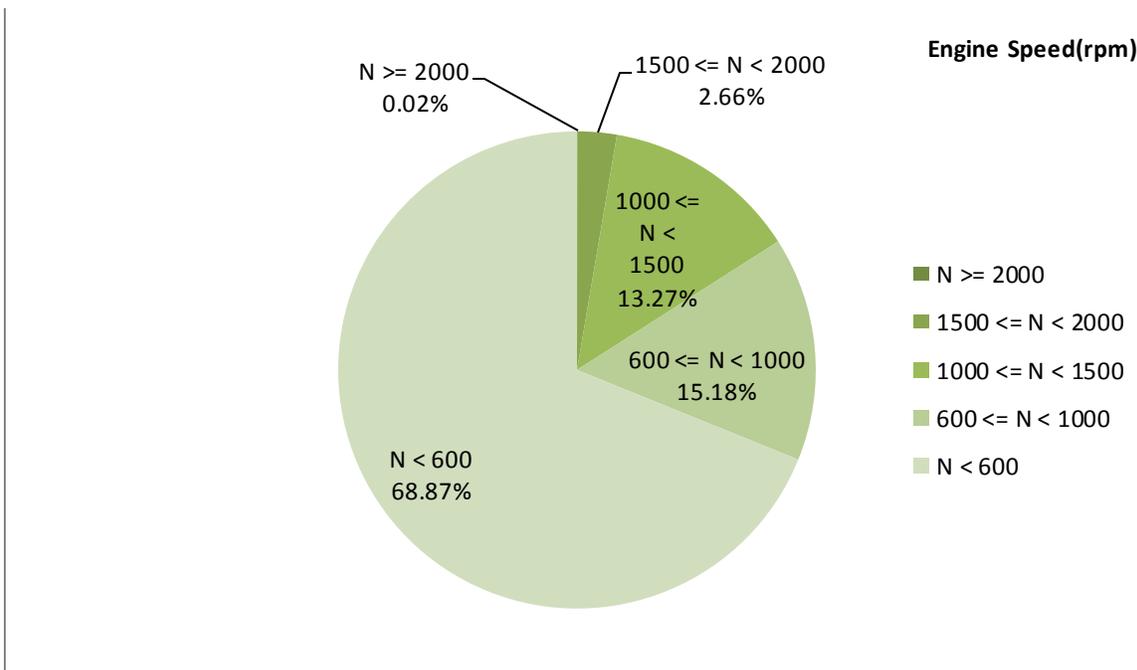


Figure 3- Engine speed distribution over the working hours

Table 4- Mean values

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
165.72	5.56	691

Table 5- Mean values without idling

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
236.77	15.32	1048

Table 6- Max-min values

Max-min temperature(C)	Max-min pressure(mbar)	Max-min engine speed(rpm)
366-50	72-0	2048-528

Detailed Pressure Analysis

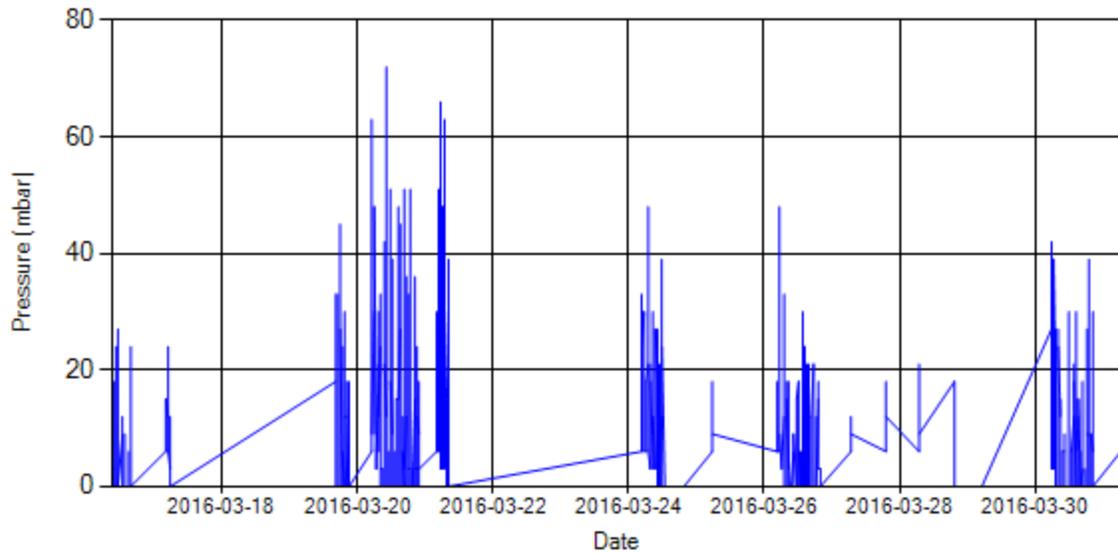


Figure 4- Pressure distribution over the period

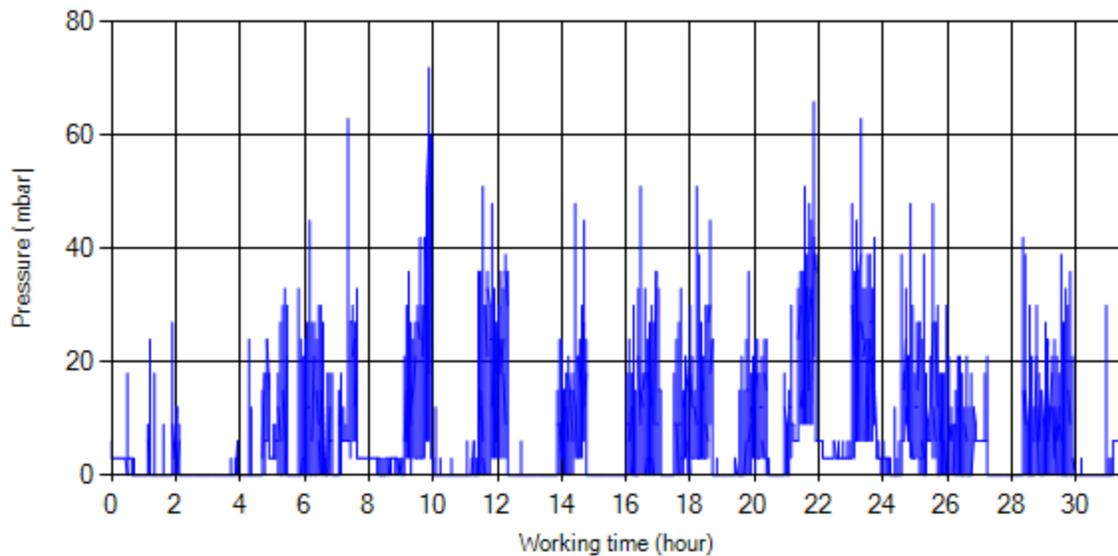


Figure 5- Pressure vs. working hours

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

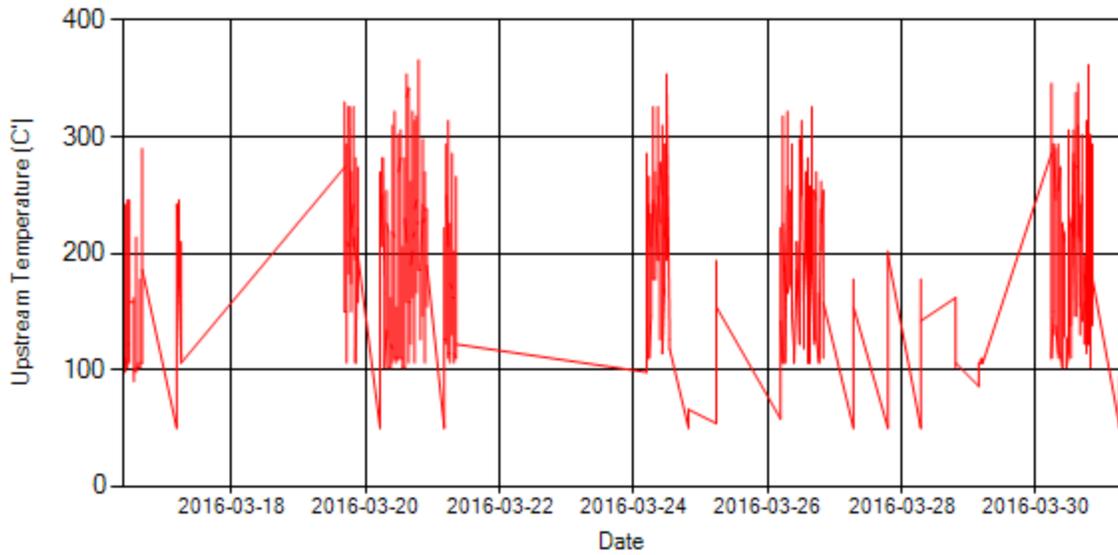


Figure 6- Temperature distribution over the period

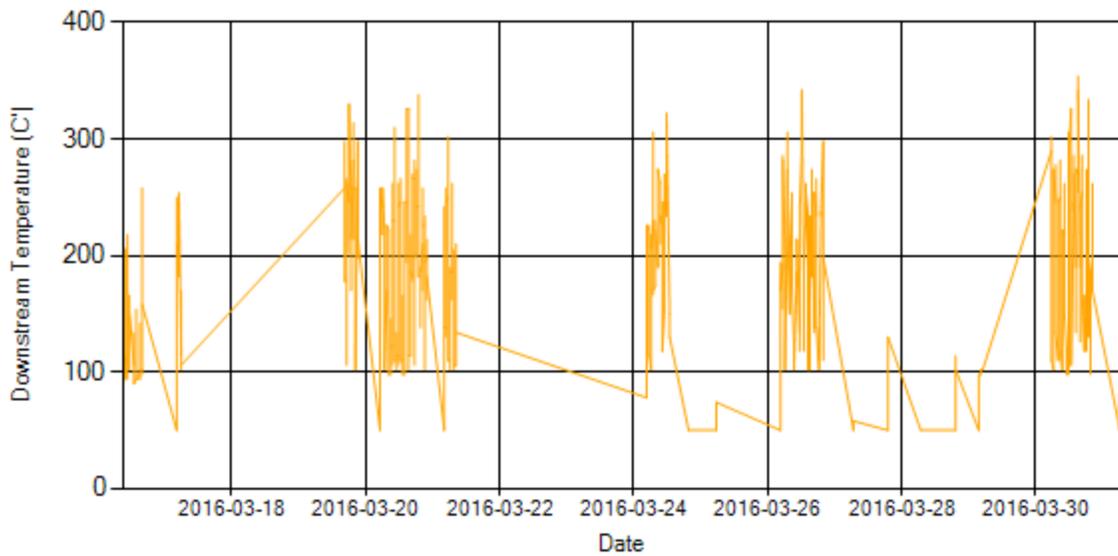


Figure 7- Temperature distribution over the period

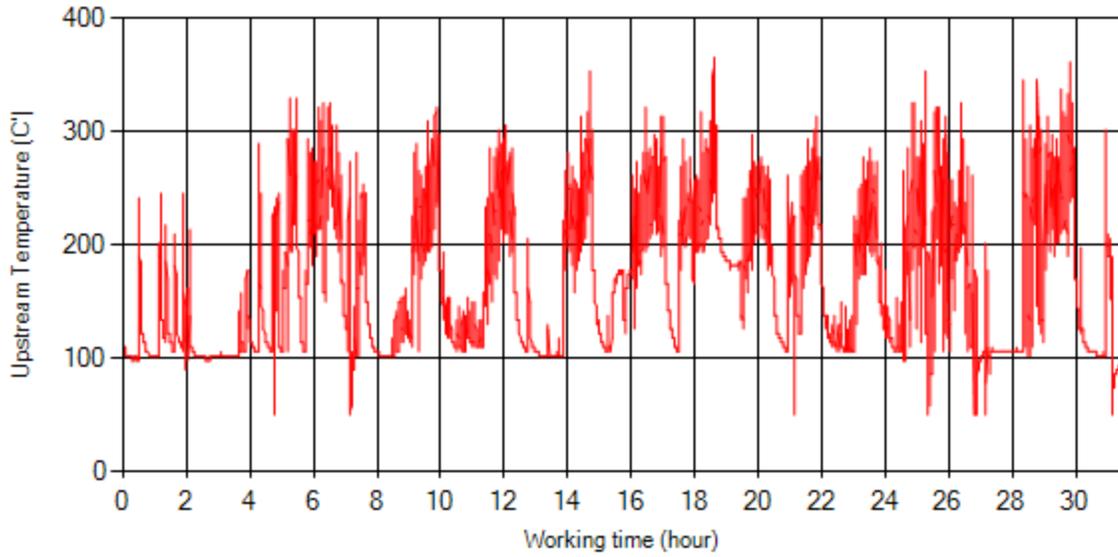


Figure 8- Temperature vs. working hours

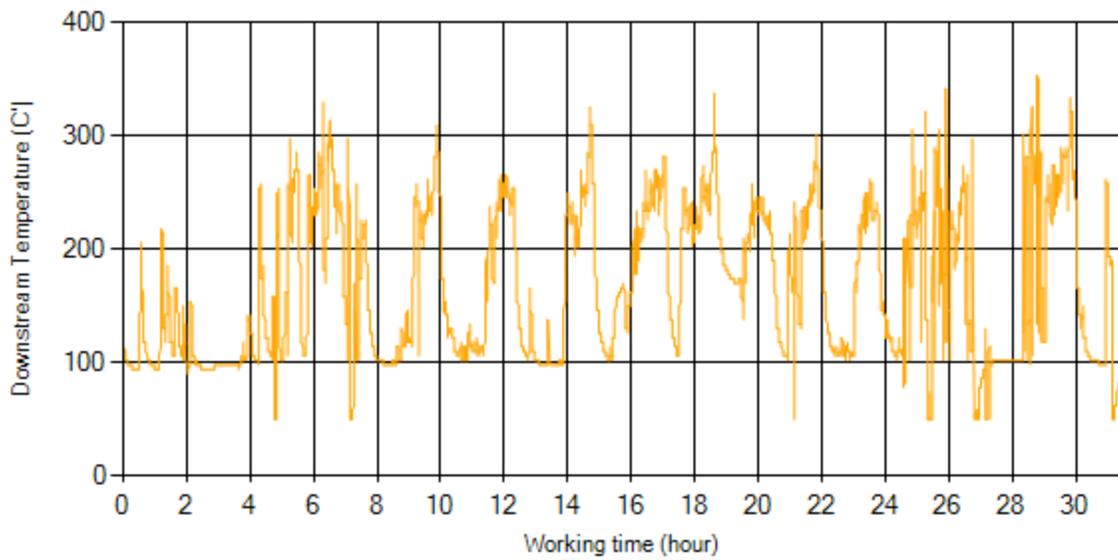


Figure 9- Temperature vs. working hours

Engine Speed Diagrams

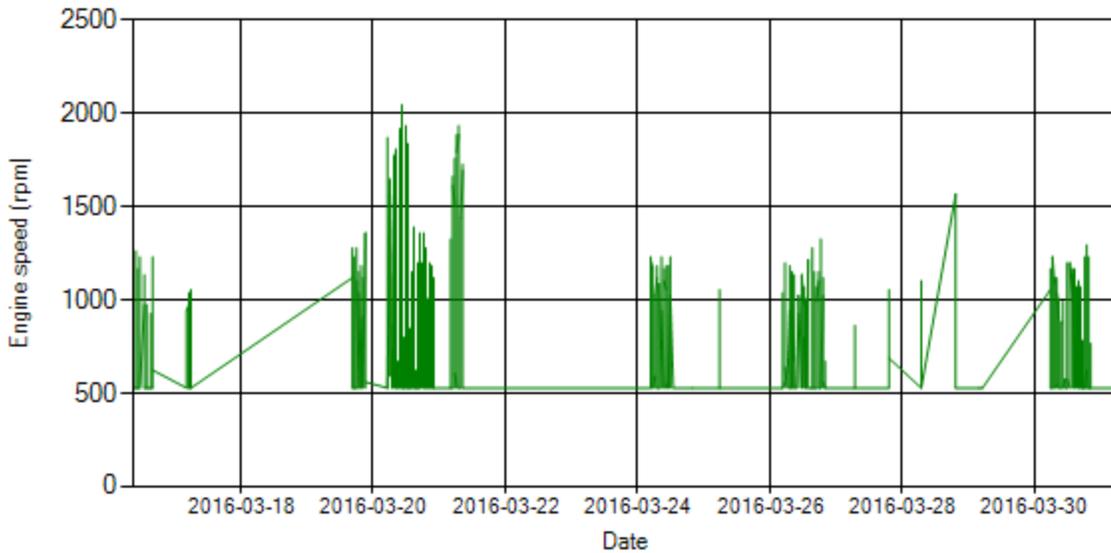


Figure 10- Engine speed distribution over the period

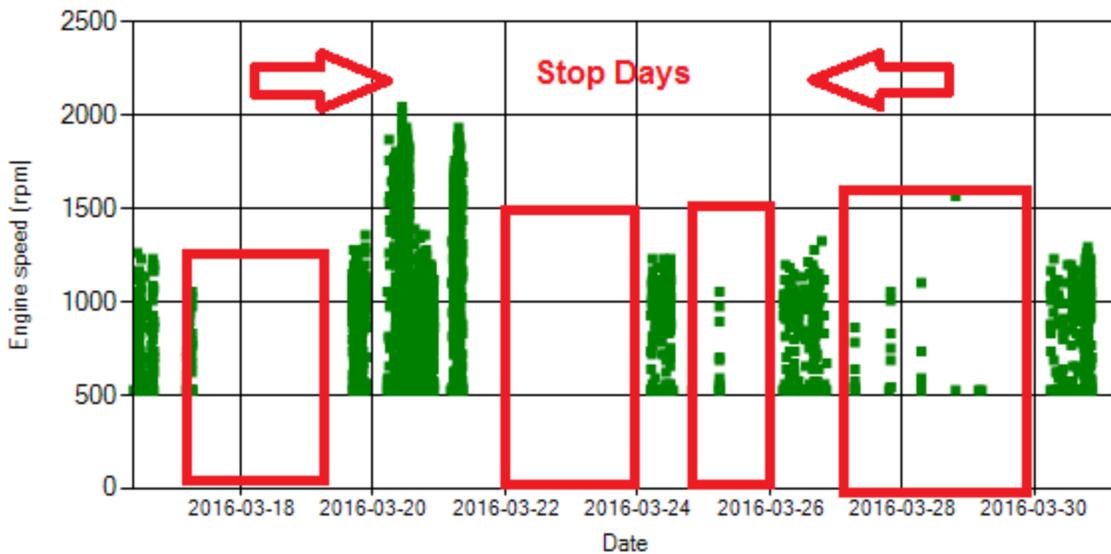


Figure 11- Engine speed diagram for calculating CPK's working days

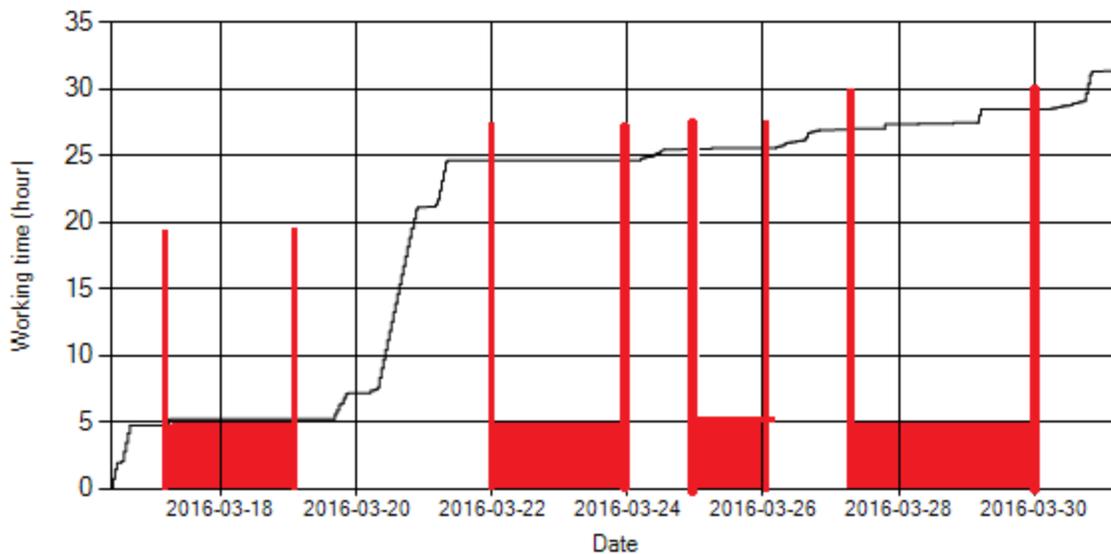


Figure 12- Time diagram for calculating CPK's working days

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 for 8 days.

Pressure-Engine Speed diagrams



Figure 13- Pressure against engine speed

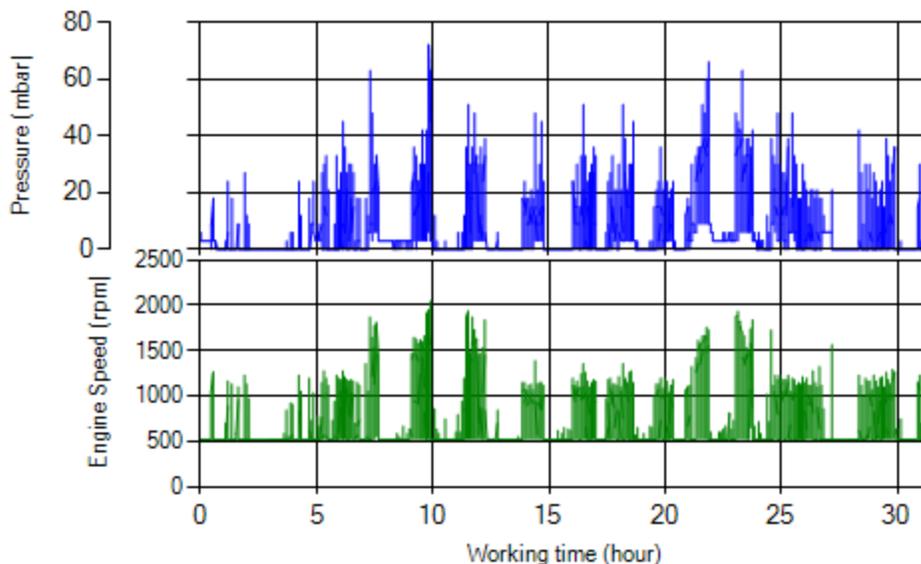


Figure 14- P, N distribution vs. working hours

Temperature-Engine Speed diagrams

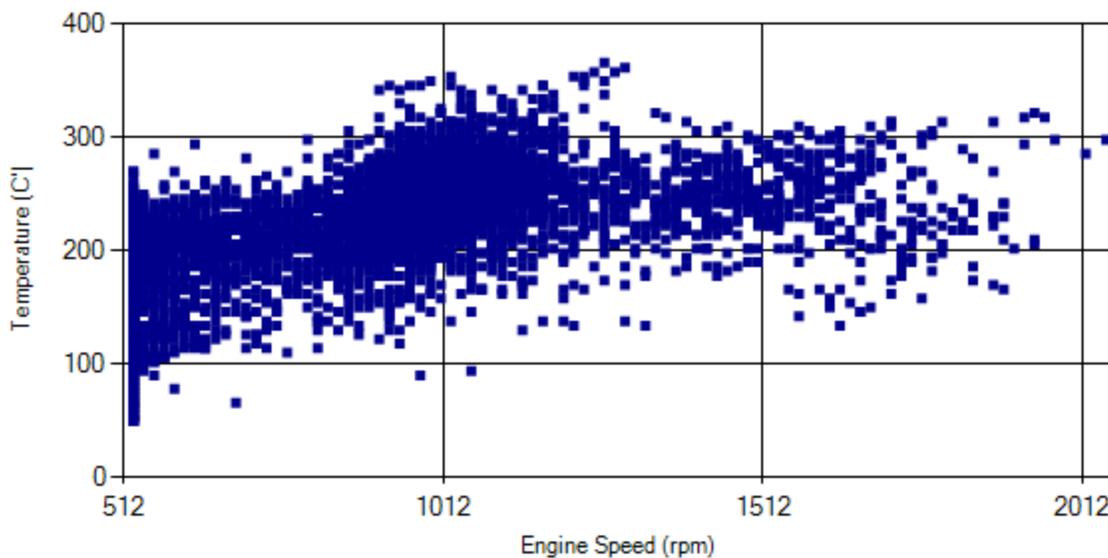


Figure 15- Temperature against engine speed

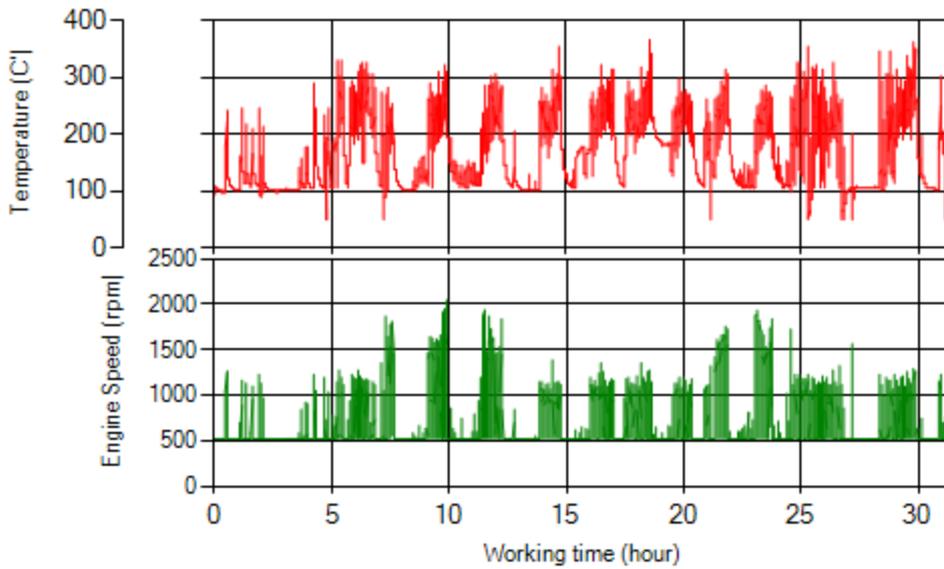


Figure 16- T, N distribution vs. working hours

Filter Operation Analysis

- As depicted in figure 1, pressure above 100 mbar was not observed during this period.
- Figure 2 display flow temperature distribution for DPF's upstream. It can be obviously observed that 0.1% of total working-time temperature is above 350 °C and 12.2 % above 250°C. It is worth to mention despite this low temperature distribution the DPF operation was excellent.

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