

## 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/Jul/2016 - 31/Jul/2016 (sixteen days)
K value - DPF upstream	1.75 [1/m]
K value – DPF downstream	0.02 [1/m]

*Table 2- DPF Maintenance History*

Filter maintenance date	Filter have been working from installation date without any cleaning.
Dosing status	This system doesn't use additive.

*Table 3- Fuel and Additive Consumption Information*

Bus mileage (from DPF installation date)	11643 km
Bus mileage over the period	402 km
Working days over the period	13 days
Stop days	3 days
Data logger working days	13 days
Working hours over the period	28 hours 24 minutes
Average working hours per day (including stop days)	1 hours 46 minutes
Bus average speed	14.1 km/hr
idle speed time to all working time ration	60.37 %
Total Bus fuel consumption over the period	266 lit
Fuel consumption per hour	9.33 lit/hr
Average fuel consumption	0.66 lit/km

## Temperature, Pressure and Engine Speed Overview

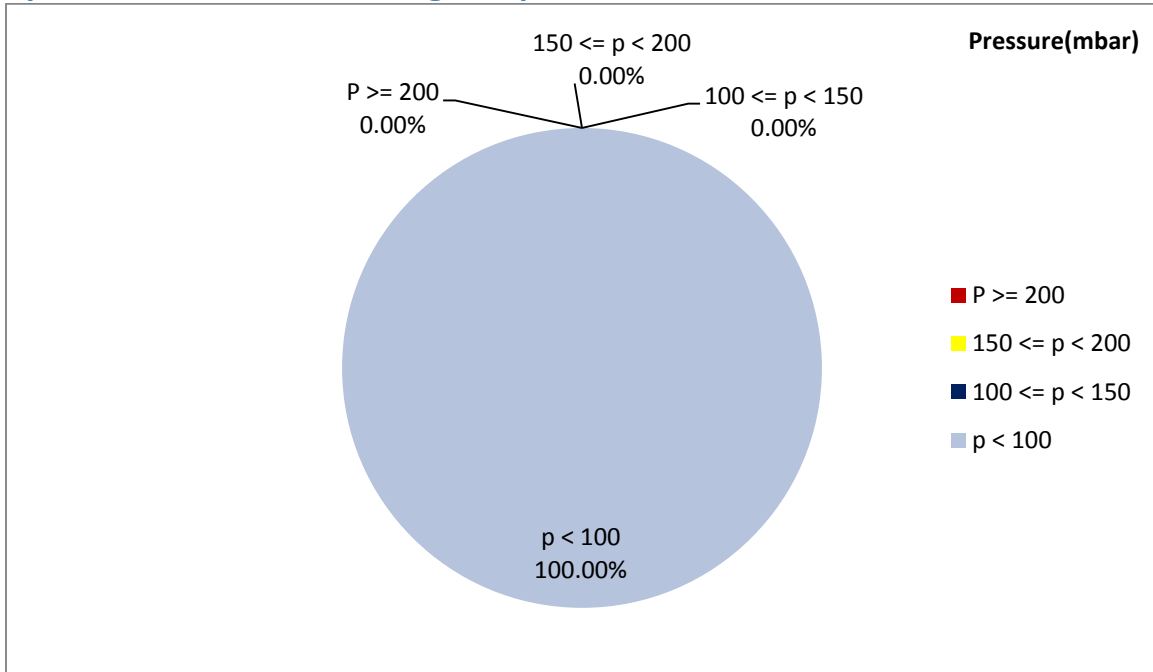


Figure 1- Pressure distribution over the working hours

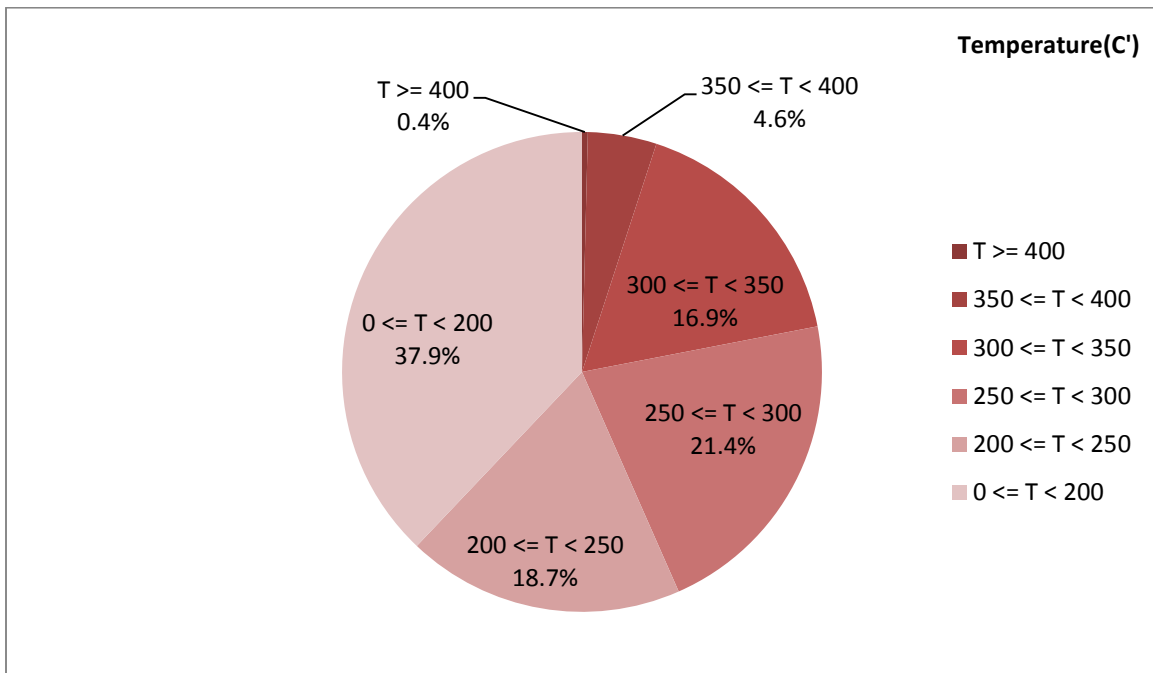


Figure 2-Temperature distribution over the working hours

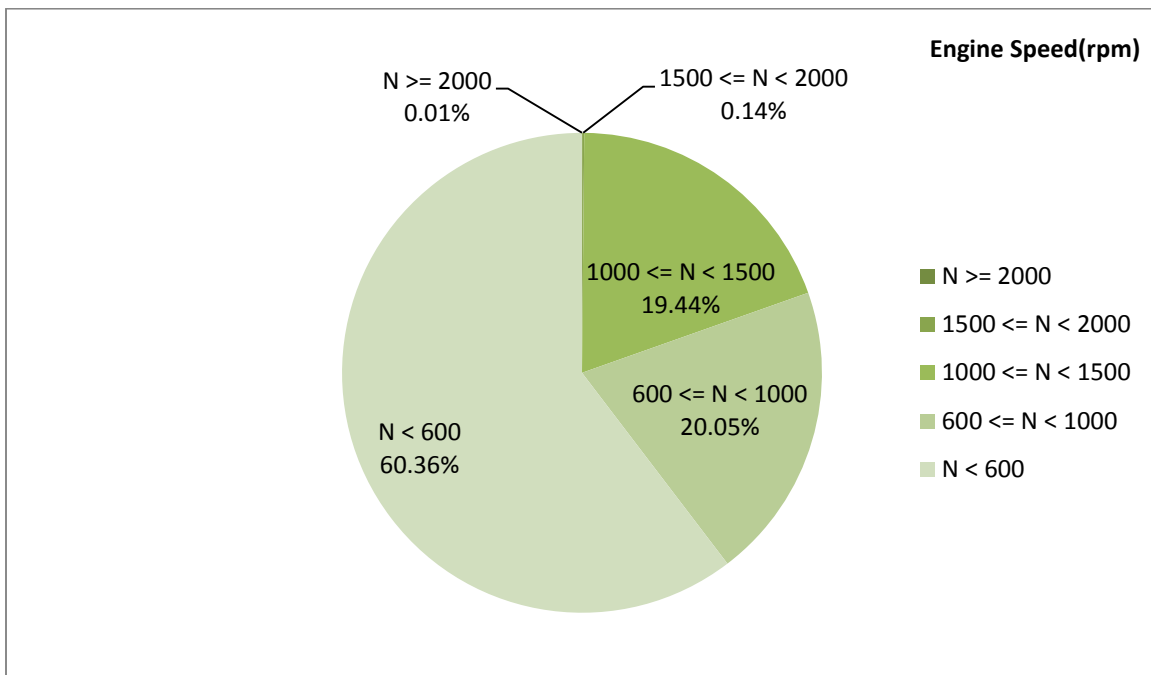


Figure 3- Engine speed distribution over the working hours

Table 4- Mean values

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
231.64	0.53	717

Table 5- Mean values without idling

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
297.85	1.35	980

Table 6- Max-min values

Max-min temperature(C)	Max-min pressure(mbar)	Max-min engine speed(rpm)
434-54	96-0	2128-480

### Detailed Pressure Analysis

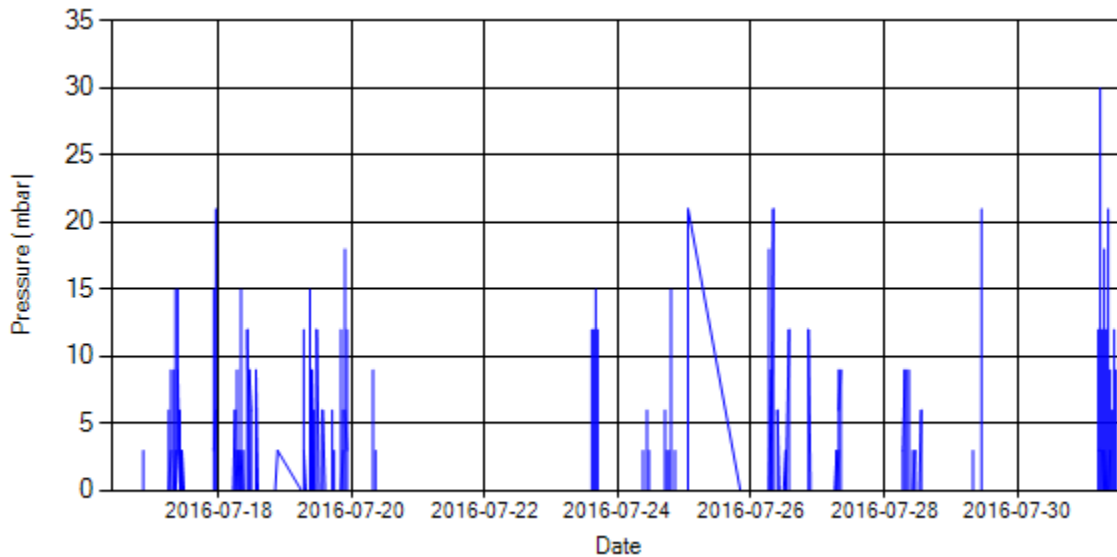


Figure 4- Pressure distribution over the period

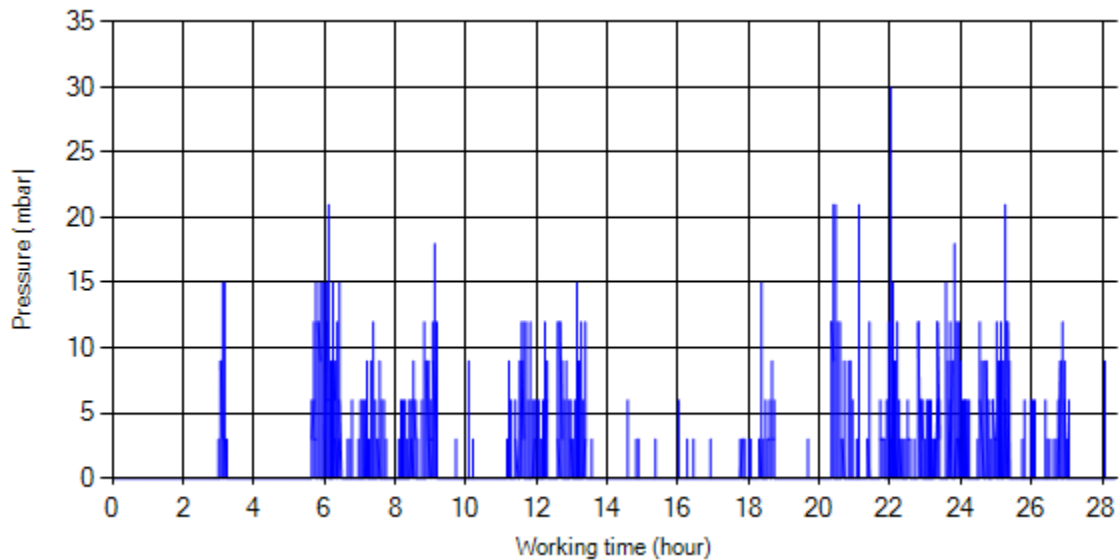


Figure 5- Pressure vs. working hours

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

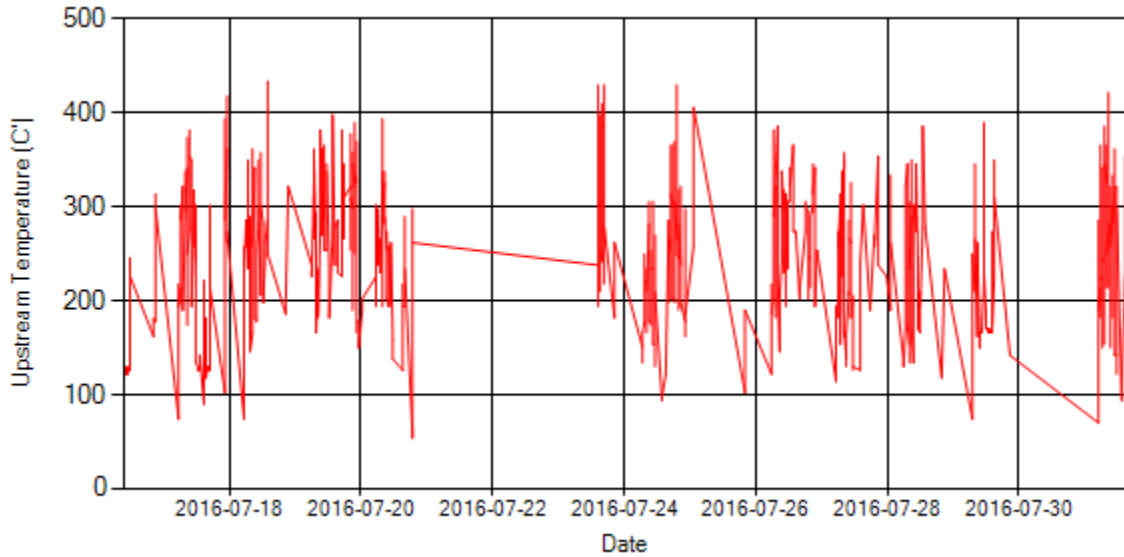


Figure 6- Temperature distribution over the period

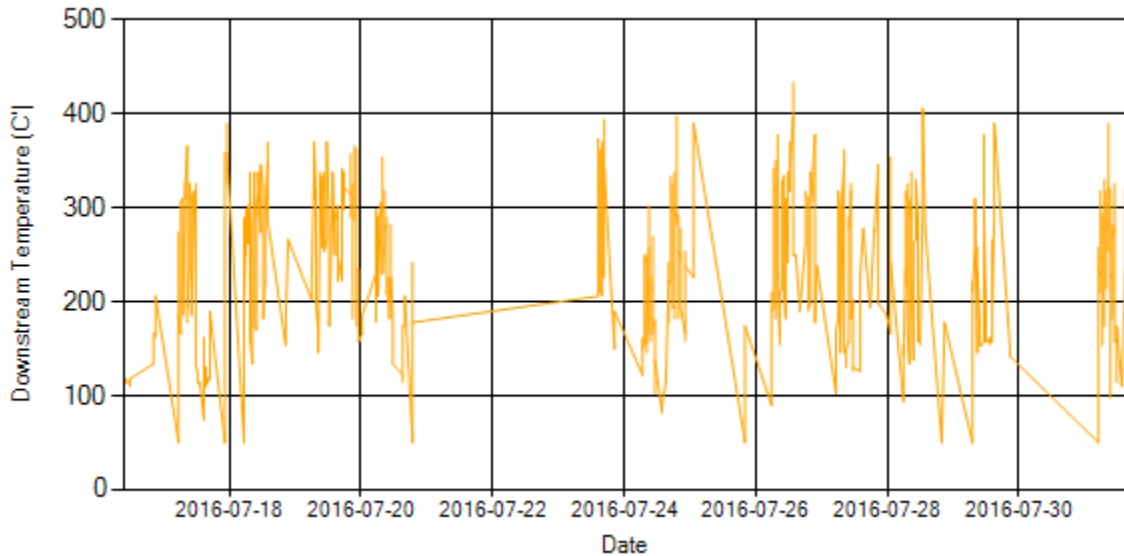
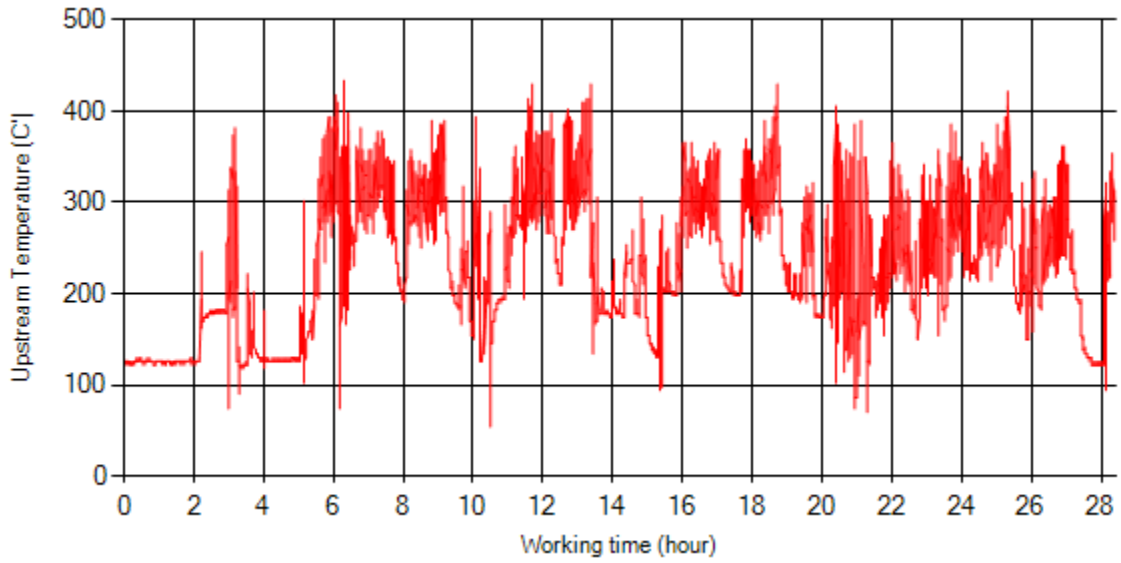
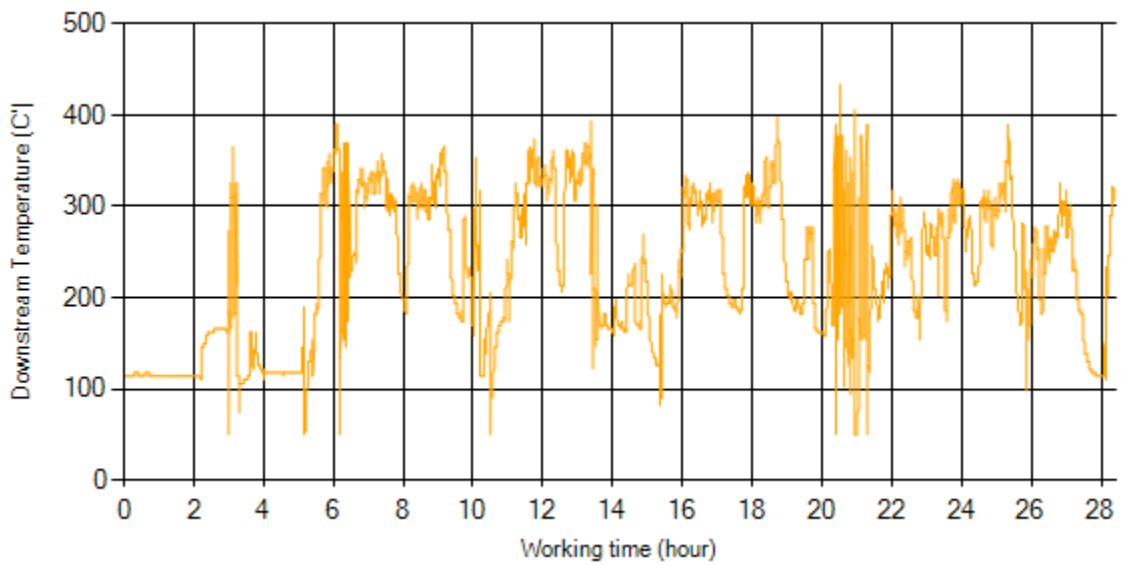


Figure 7- Temperature distribution over the period



*Figure 8- Temperature vs. working hours*



*Figure 9- Temperature vs. working hours*

## Engine Speed Diagrams

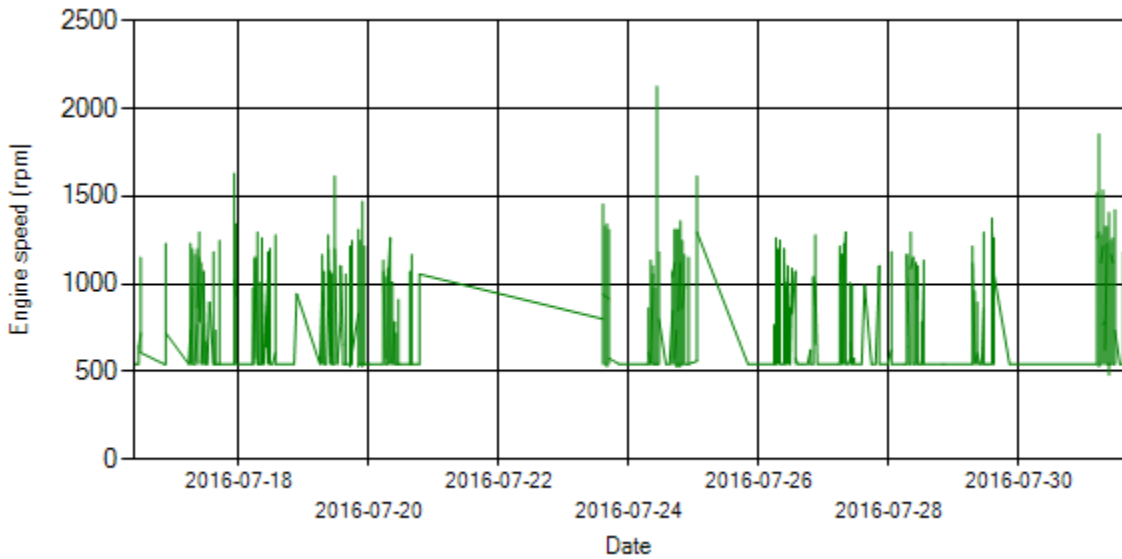


Figure 10- Engine speed distribution over the period

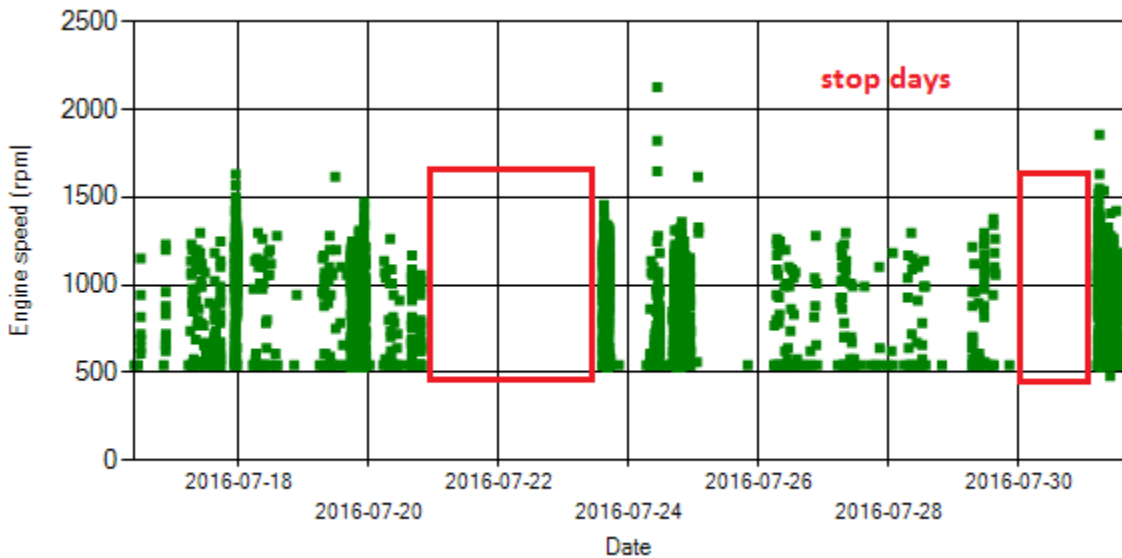


Figure 11- Engine speed diagram for calculating CPK's working days



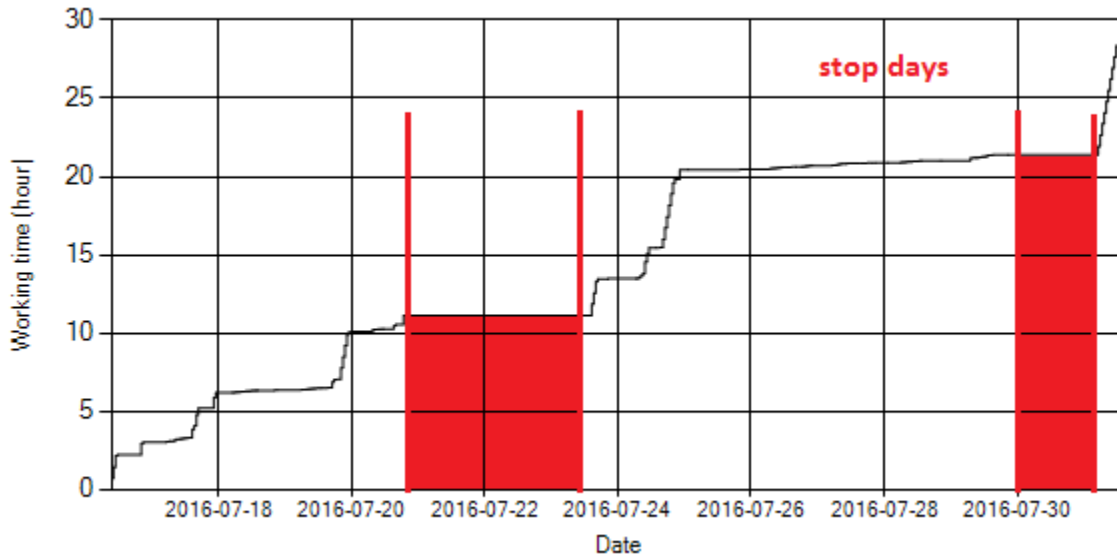


Figure 12- Time diagram for calculating CPK's working days

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 system was stationary for 3 days.

### Pressure-Engine Speed diagrams

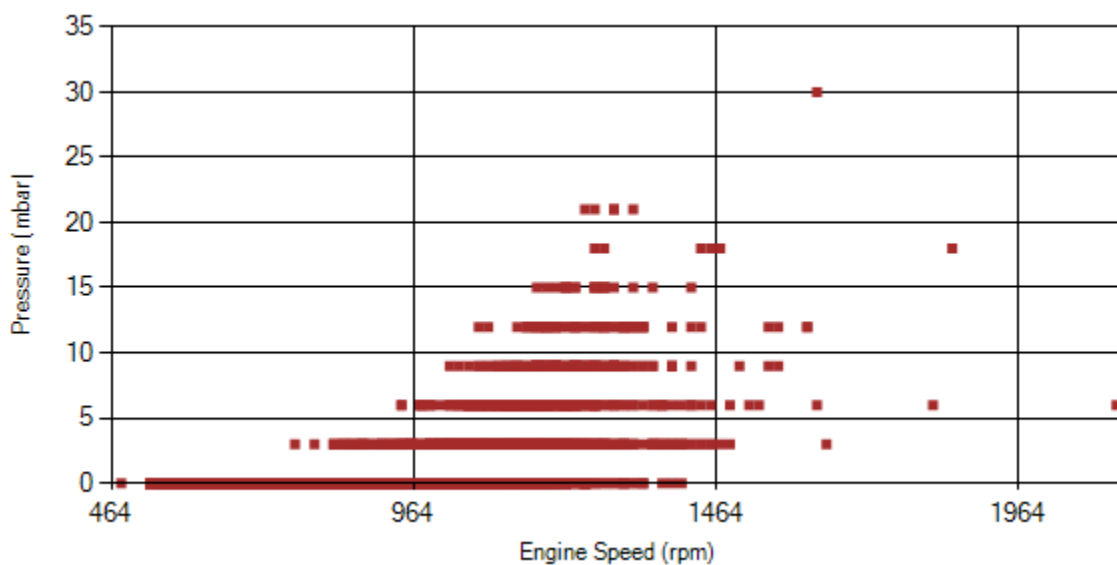


Figure 13- Pressure against engine speed

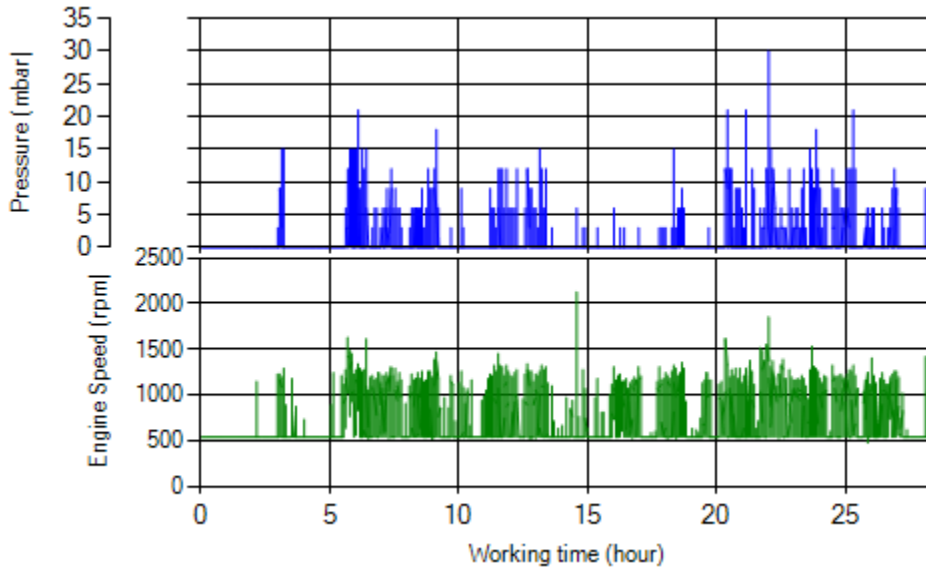


Figure 14- P, N distribution vs. working hours

### Temperature-Engine Speed diagrams

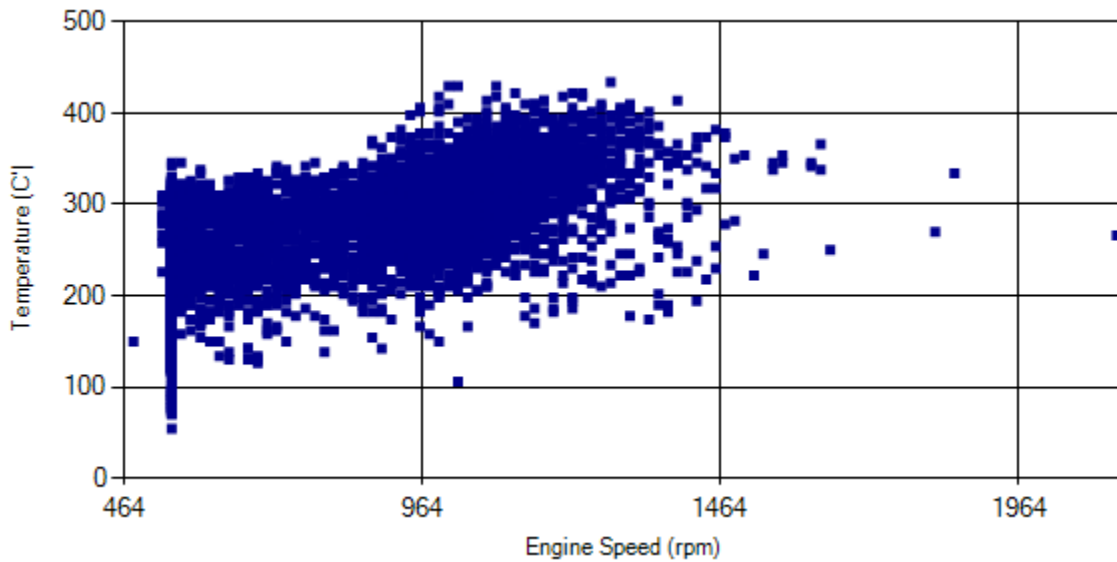


Figure 15- Temperature against engine speed

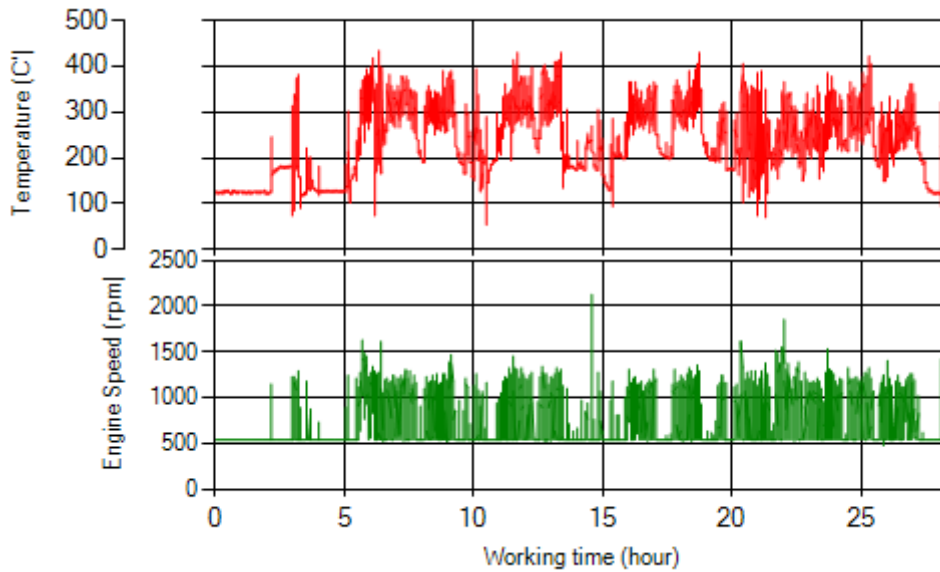


Figure 16- T, N distribution vs. working hours

### Filter Operation Analysis

- As depicted in figure 1, all of working time pressure was below 100 mbar during this period.
- Figure 2 display flow temperature distribution for DPF's upstream. It can be obviously observed that 5% of total working-time temperature is above 350 °C and 43.3% above 250°C.

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