



شرکت آزمون صنعت آرون

(دانش بنیان)



Status of DPF Implementation in IRAN

Mahdi Doozandegan, AQM 2018, January 3rd

ASA in a Glance

Company type:

- Knowledge base - Private Company

Founded: January 2014

Staff numbers: 12

Scope of products:

- Consulting services on Clean Transport
- Emission Test Engineering Services

Foreign partners:

VERT, CPK, Aerosol, Horiba

Some of our best clients:

AQCC, UBCT, IKD , Saipa Diesel ,
Zamyad, MAMMUT, Mayan Group,
DESA , . . .



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VERT and ASA have started their official cooperation from Jun of 2016

History:

- New legislation was approved on April 2015 : “EU 4 + DPF – Sep 2016”.
- Guideline draft have been prepared and was sent to DOE on Feb 2016 (Iran IVa and Iran IVb)
- implementation time was postponed to March 2017 due to lack of details of DPF law.
- EEV standard was added to the previous legislation on Feb 2017 and Iran IVa was not approved.
- DOE have not published details of EU 4 + DPF law by the time.

EU 4 + DPF or EEV

Challenges of DPF legislation:

- Lack of guidance document (details of law)
- Unclear procedure for vehicle license issuing.
- No PN limit!
- Some manufacturer's cheating.
- CRT systems installation and removing DPFs after only few thousands kilometers!
- Lack of appropriate PTI centers.

Informal : DOE ask VERT certification for OF applicants.

New vehicles' category

OEM-with R&D



OEM-without R&D

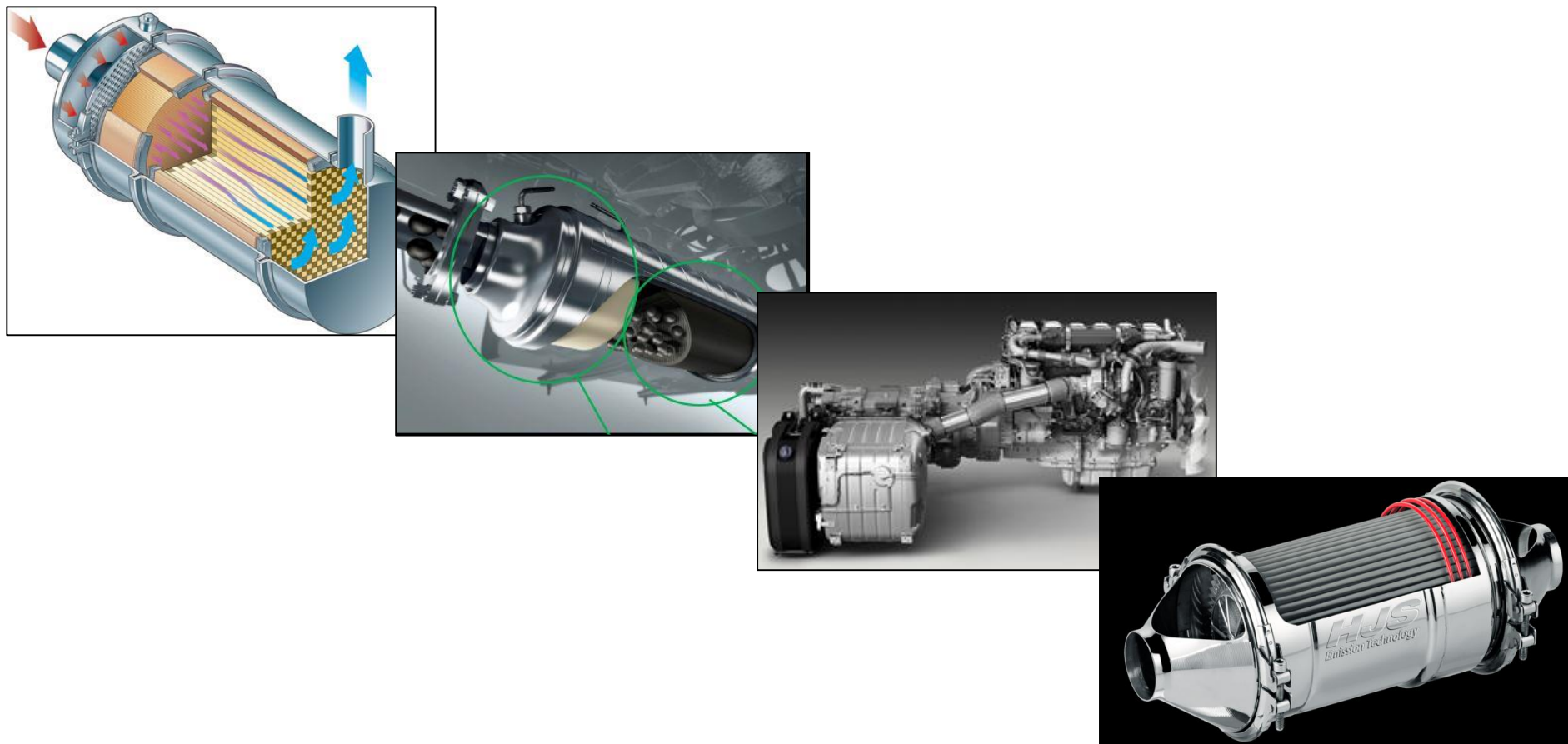


Option fit



New vehicles: Quantity and Technologies

- Estimation for current DPFs' quantity: 10,000
- Used technologies:



DPF retrofit projects

Current status, Tehran:

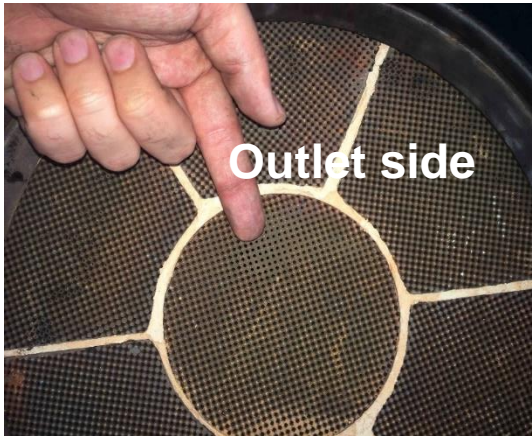
- First Retrofit project finished (50 DPFs)
- Second pilot project - 250 DPFs for BRT buses
 - (Tender document was published previous week)

Other cities:

- Isfahan
 - Pilot test have been started since 2017 Nov.
- Mashhad



Sample Filter After One Years Operation



New challenging applications

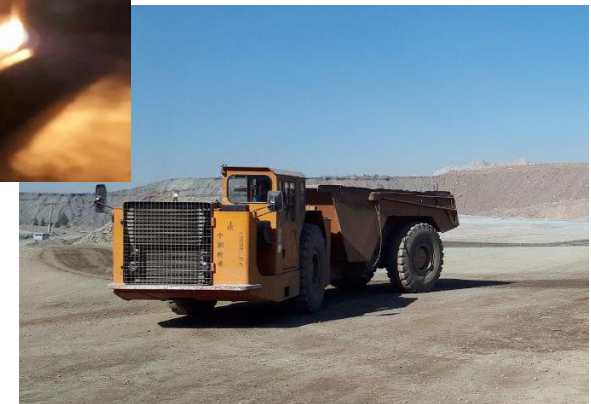
Mine projects

- Very high sulfur content diesel
- Environment
- Low quality maintenance
-



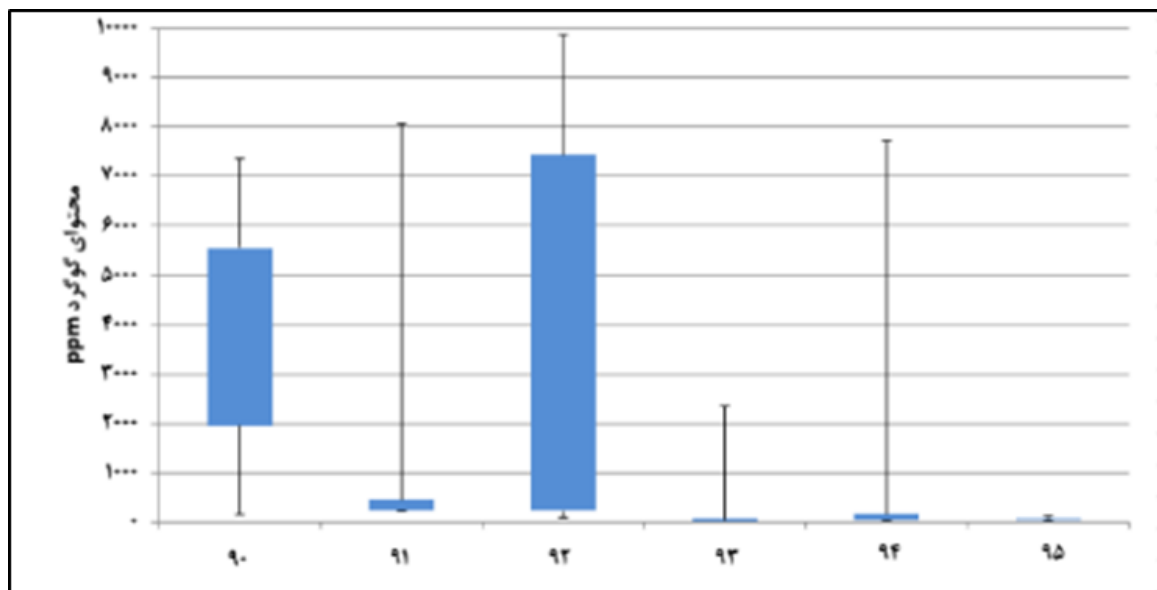
Construction machines

- Tehran



The most important challenges for DPF issue:

- Fuel quality
- Lack of EU 4 + DPF details documentation
- Weak supervisory
- High idle working
- Price issue



قوانین جدید آلاینده‌گی موتورهای دیزل سنگین با کاربری زمینی یا متحرک

Private Public Partnership for elimination of ultrafine particle emissions in Iran

Guidance Document for Detailing the Cabinet of Ministry's Decision

Compression Ignition Commercial Vehicles DPF Introduction for new Heavy Duty Vehicles

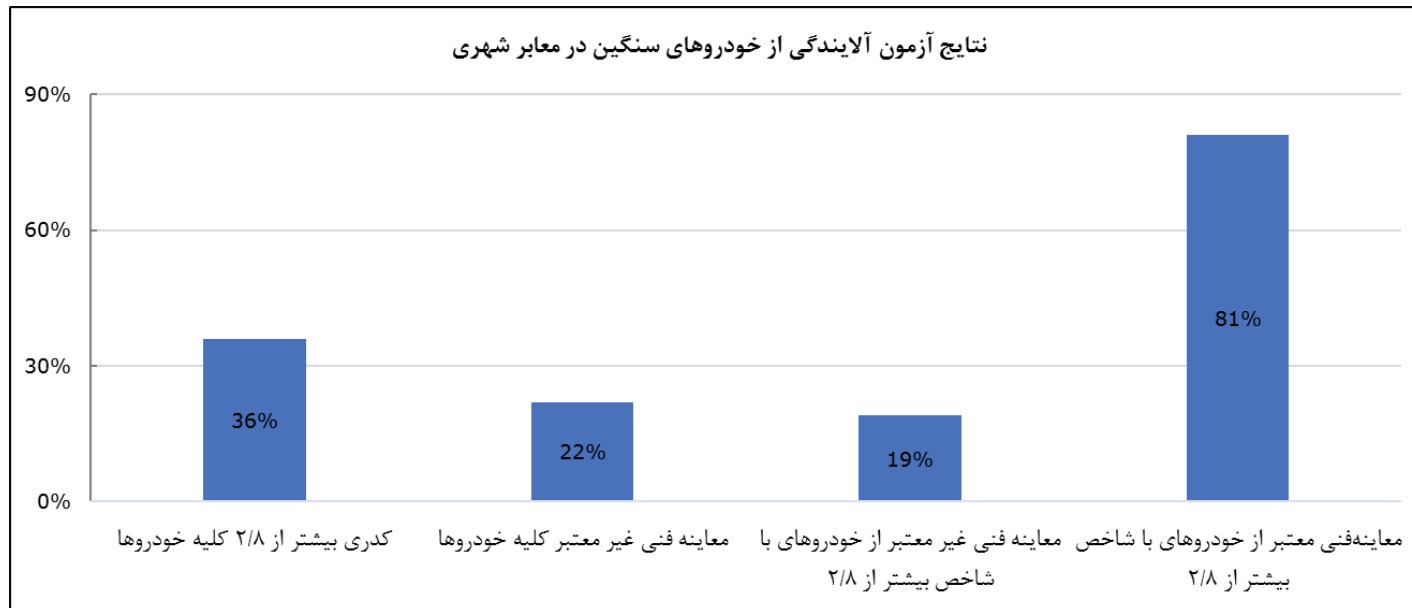
Department of the Environment Guidance Document for detailing the Heavy Duty Emission Legislation for the Introduction of DPF in IRAN from the Stakeholder Process.

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Pfungstadt, Germany, February 29th, 2016

Challenges and solution

Current Status of PTI centers:

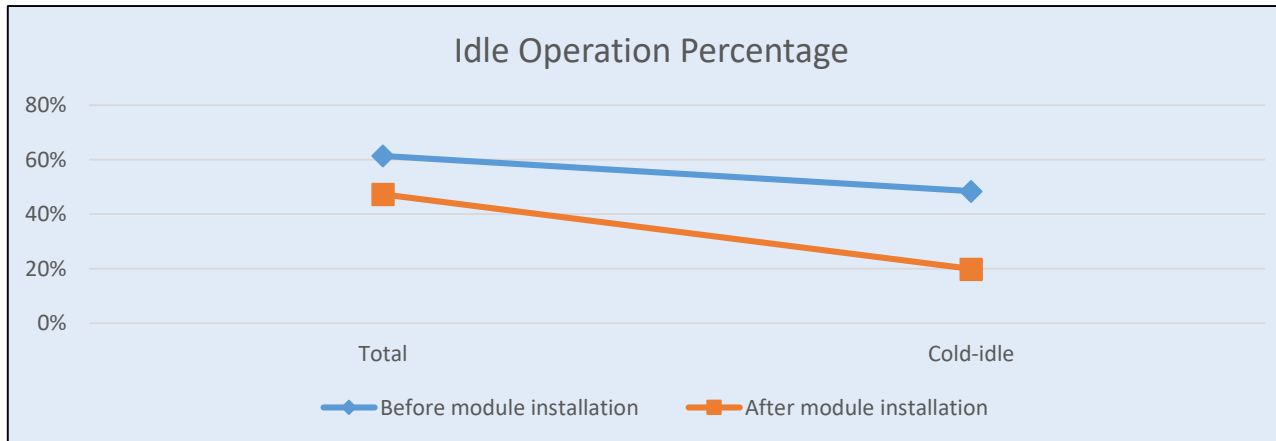


Challenges and solution

Using Idle limiter devices:



IdleControl-Module



Challenges and solution

- Publishing new documentation from DOE (PN number)
- Upgrading PTI centers with portable particle counter devices.

ASA have started a research project for upgrading PTI centers.

Documentation guideline was updated and sent to DOE by AQCC and ASA



Discussions are welcome
Thank you for your attention



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