

Overall Information

Table1- Overall Information

Vehicle plate number	78514
CPK data logger number	LN: 001496, DN: 1914, Sim +989218355923
Bus line	Number 4 (south to north bus line)
Bus Terminals	Tehran South Bus Terminal - Park Way Bus Terminal
Total path distance	22.8 km
DPF producer company	HJS_01 (Passive system with FBC)
Installation date	10/Sep/2014
Report period	01/Oct/2015 – 15/Oct/2015 (fifteen days)
K value - DPF upstream	1.70 [1/m]
K value – DPF downstream	0.02 [1/m]

Table 2- DPF Maintenance History

Filter maintenance date	DPF core was cleaned on Jun 13 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)	62274 km
Bus mileage over the period	2469 km
Working days over the period	13 days
Stop days	2 days
Data logger working days	13 days
Working hours over the period	177 hours 10 minutes
Average working hours per day (including stop days)	11 hours 48 minutes
Bus average speed	13.94 km/hr
idle speed time to all working time ration	41.04 %
Total Bus fuel consumption over the period	1356 lit
Fuel consumption per hour	7.65 lit/hr
Average fuel consumption	0.55 lit/km
Total Bus additive consumption over the period	0.570 lit
Average additive consumption	230 cc/km
Additive consumption to fuel ration	420 cc/1000lit

Temperature, Pressure and Engine Speed Overview

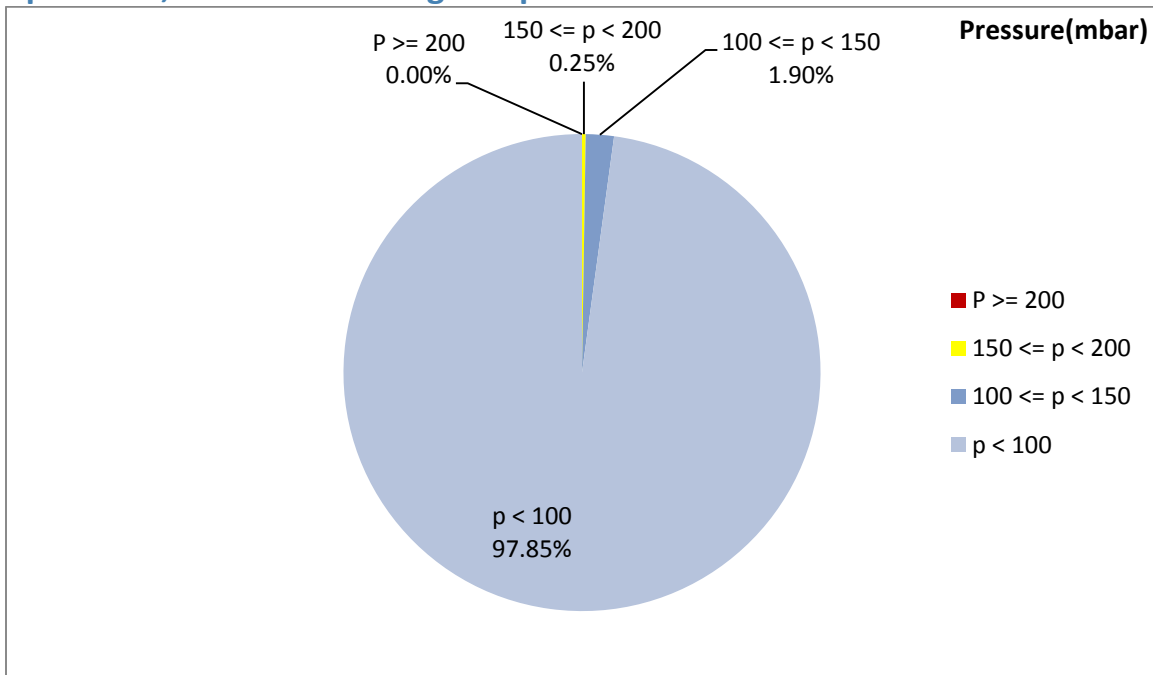


Figure 1- Pressure distribution over the working hours

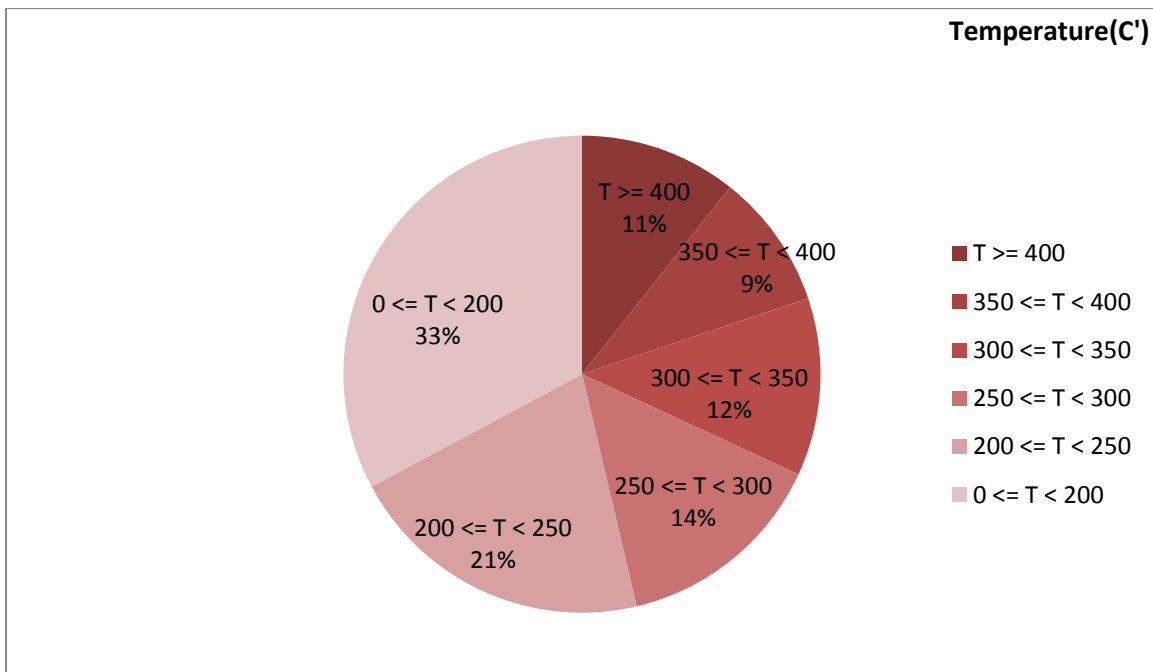


Figure 2-Temperature distribution over the working hours

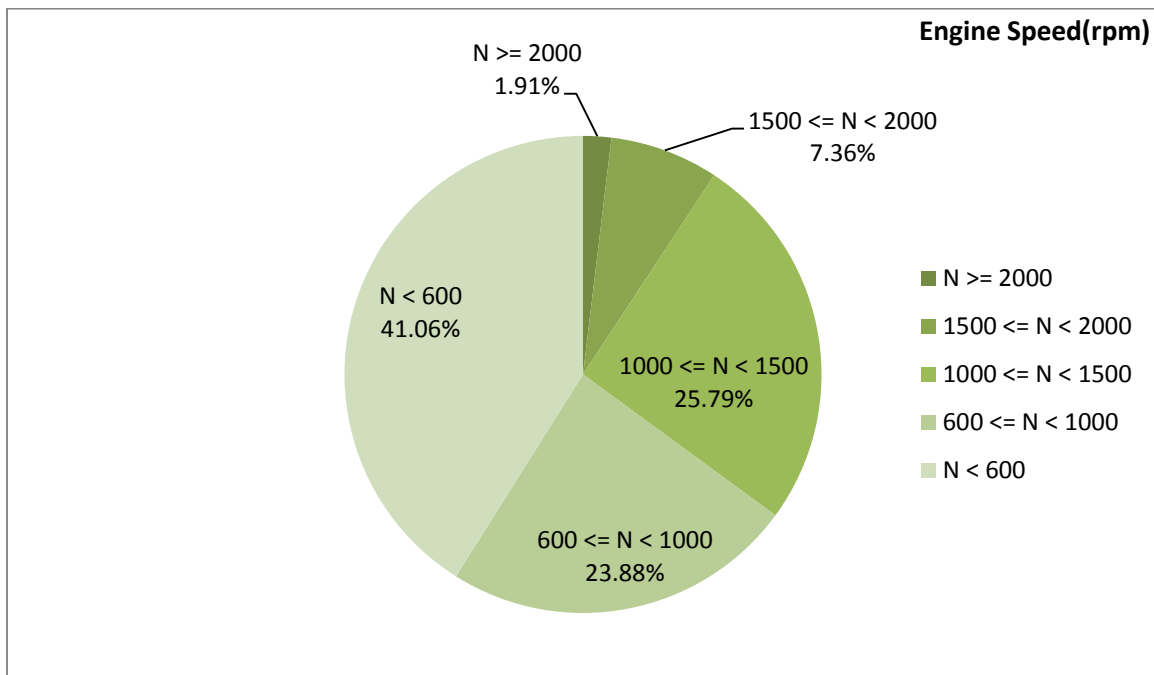


Figure 3- Engine speed distribution over the working hours

Table 4- Mean values

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
258.47	17.25	894

Table 5- Mean values without idling

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
296.96	26.59	1136

Table 6- Max-min values

Max-min temperature(C)	Max-min pressure(mbar)	Max-min engine speed(rpm)
538-50	174-0	2272-272

Detailed Pressure Analysis

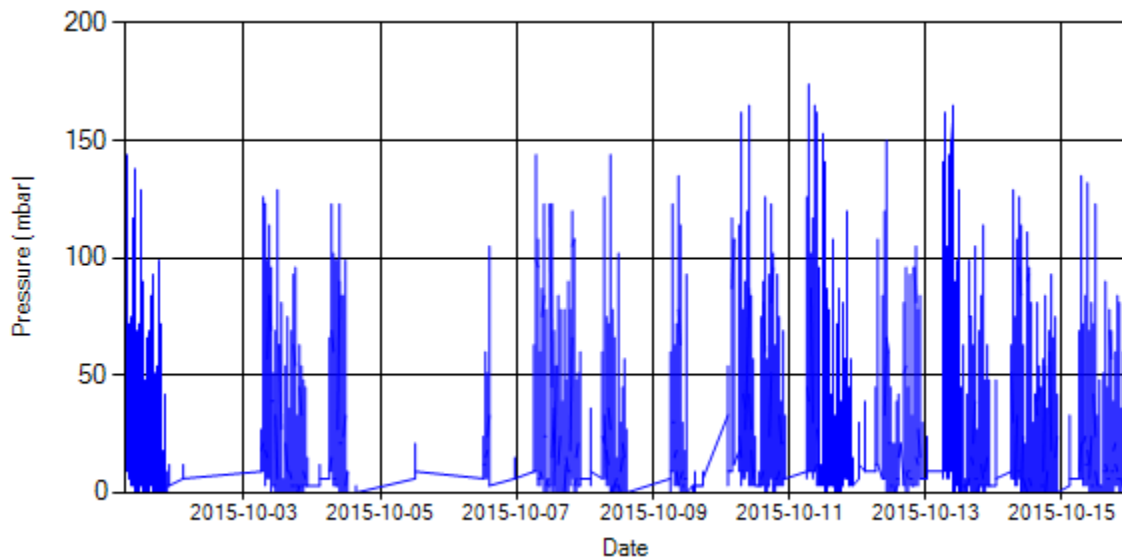


Figure 4- Pressure distribution over the period

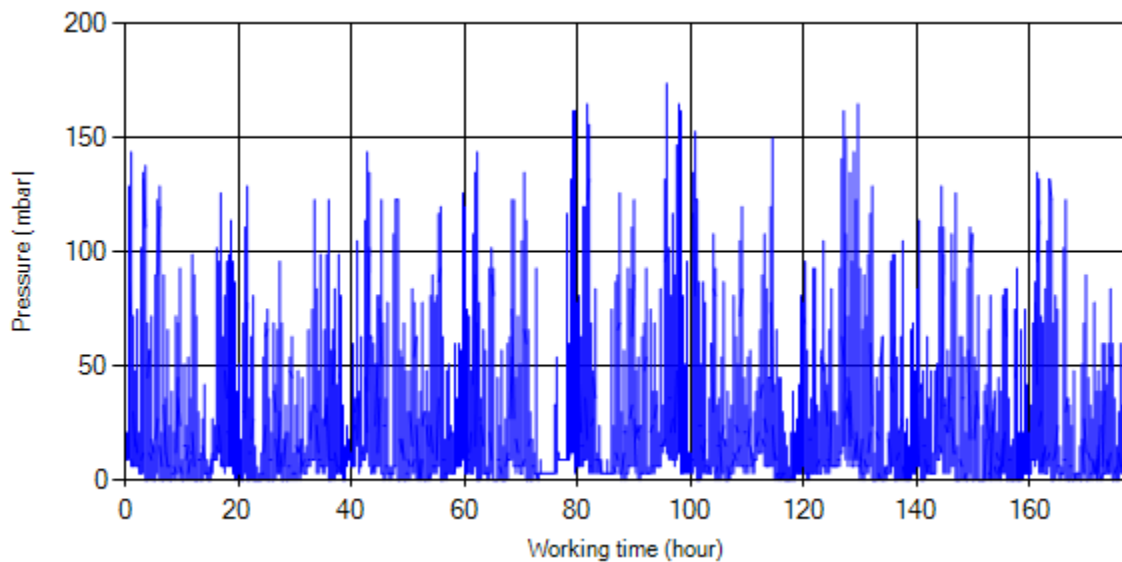


Figure 5- Pressure vs. working hours

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

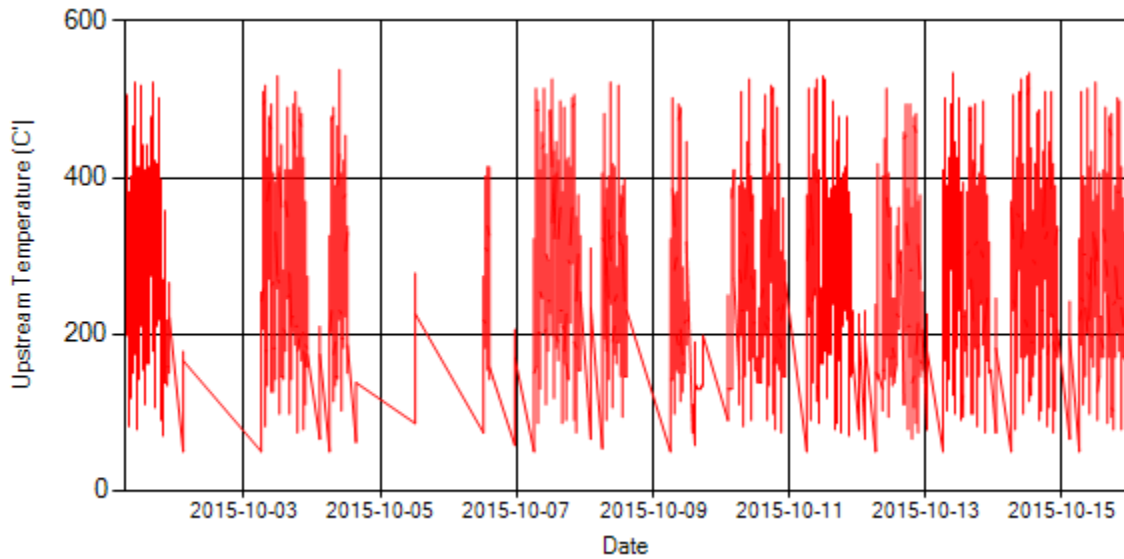


Figure 6- Temperature distribution over the period

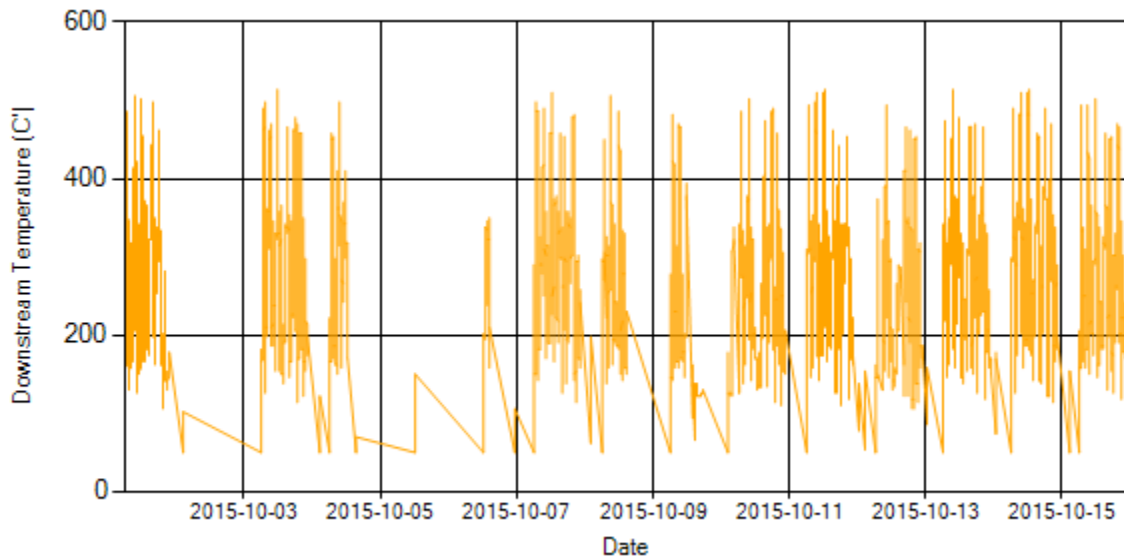


Figure 7- Temperature distribution over the period

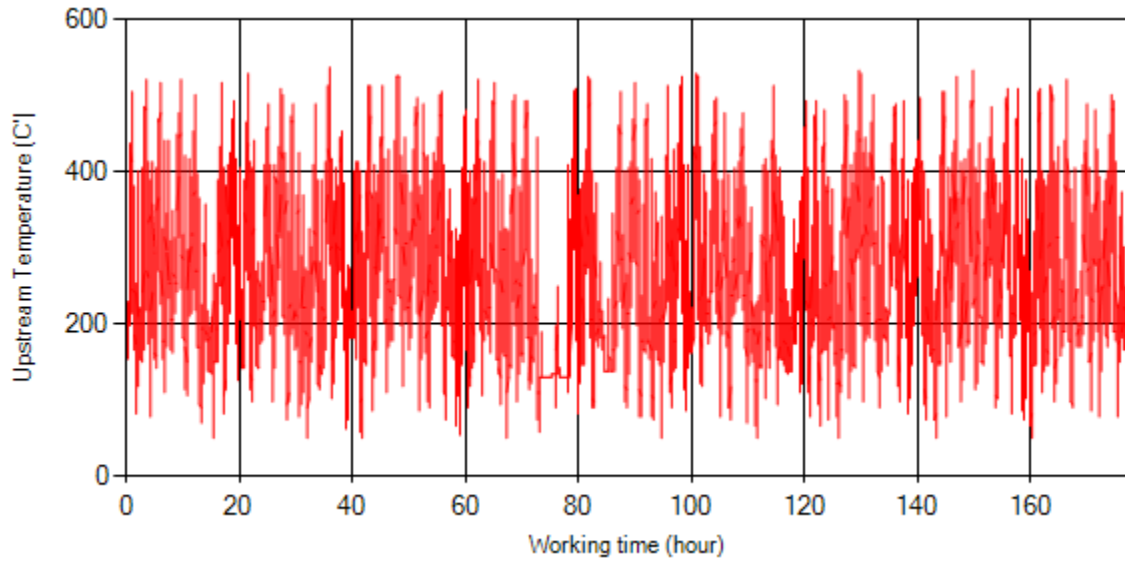


Figure 8- Temperature vs. working hours

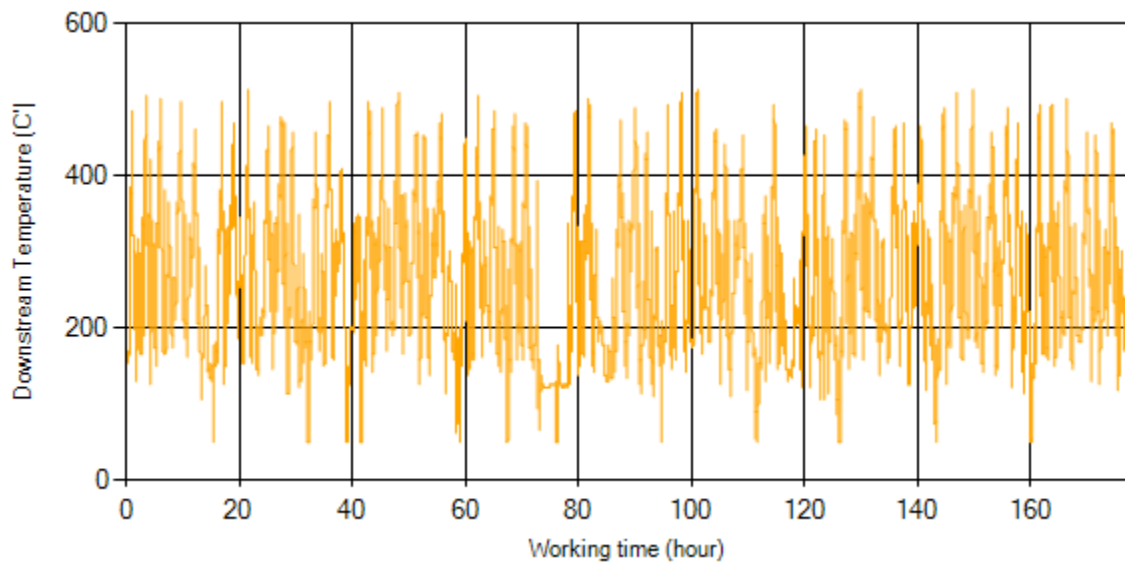


Figure 9- Temperature vs. working hours

Engine Speed Diagrams

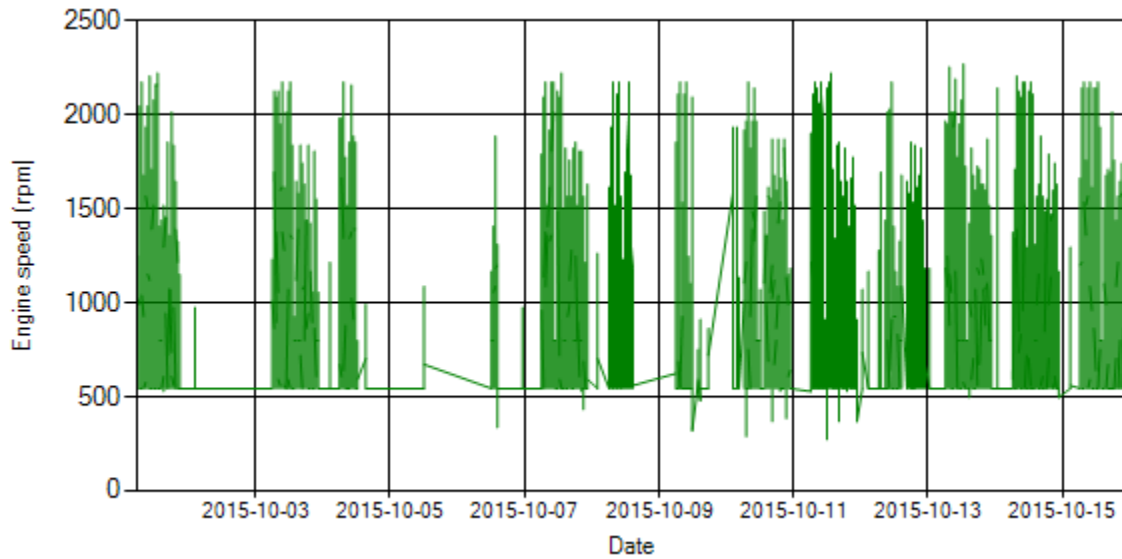


Figure 10- Engine speed distribution over the period

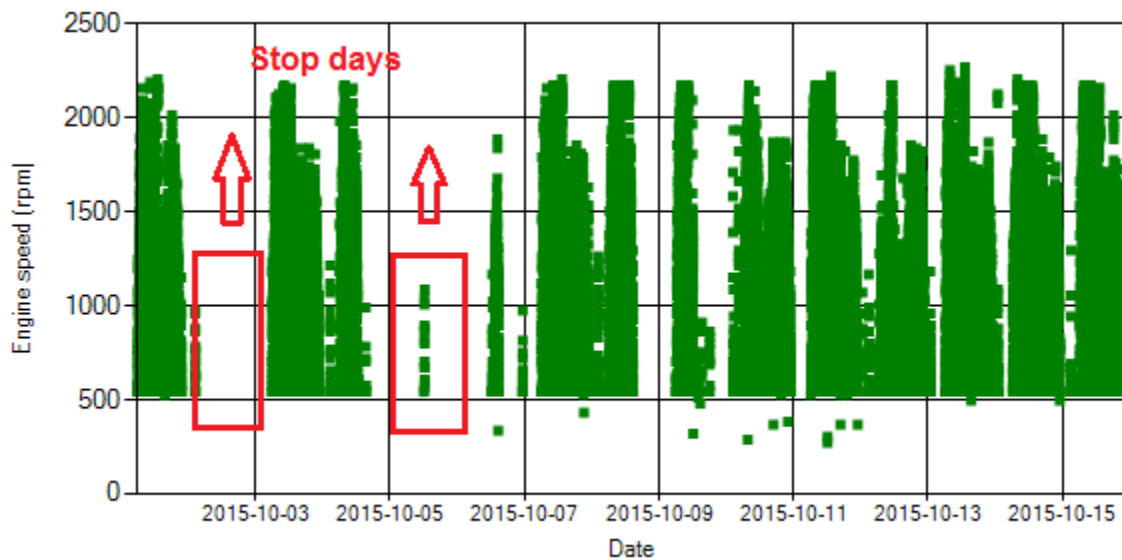


Figure 11- Engine speed diagram for calculating CPK's working days

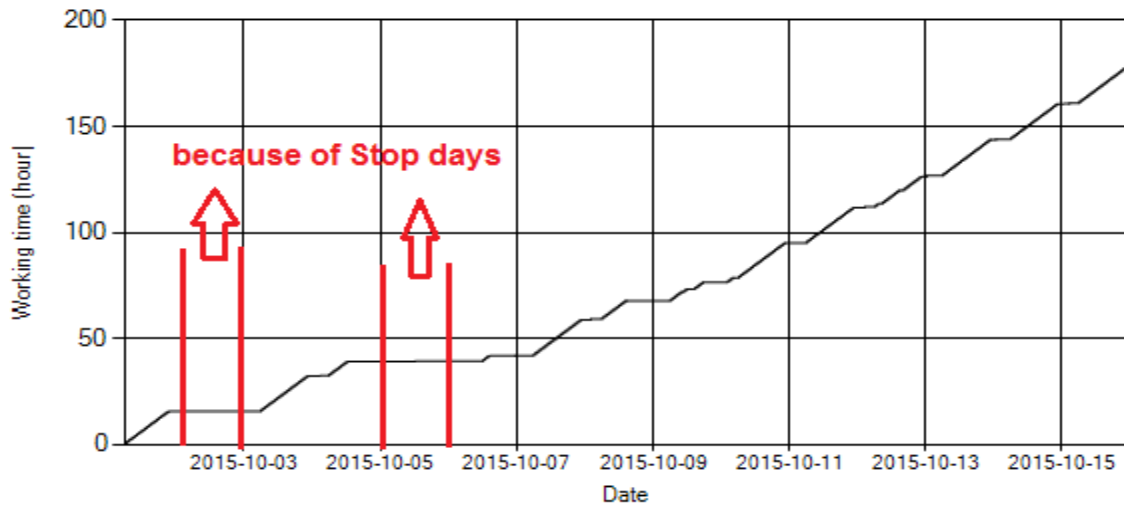


Figure 12- Time diagram for calculating CPK's working days

Notice: Data logger sampling time can be calculated from Figure 12. The lines parallel with Date axis show days without data logger data.

Pressure-Engine Speed diagrams

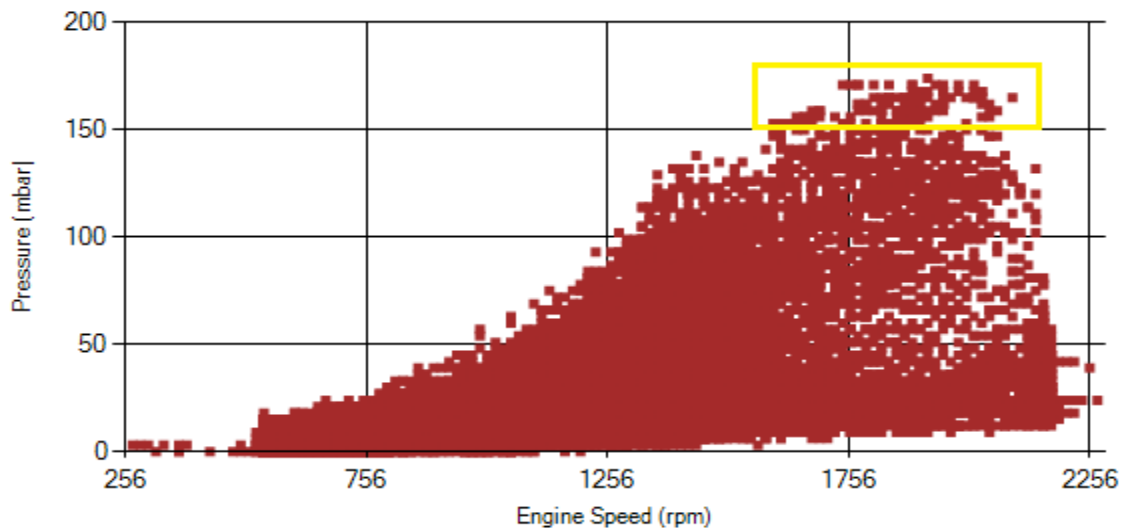


Figure 13- Pressure against engine speed

Notice: Yellow alarm (200>pressure>150) range was indicated in figure 13.

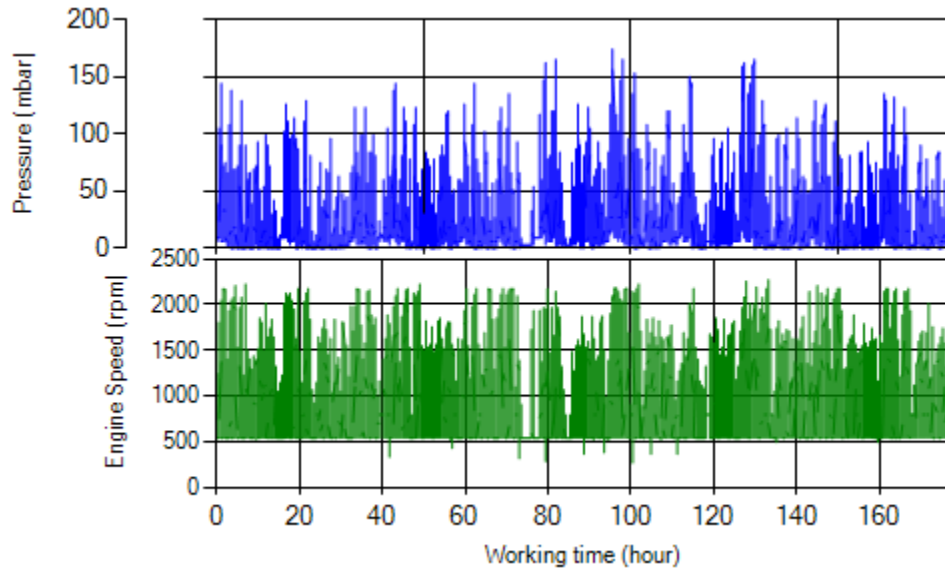


Figure 14- P, N distribution vs. working hours

Temperature-Engine Speed diagrams

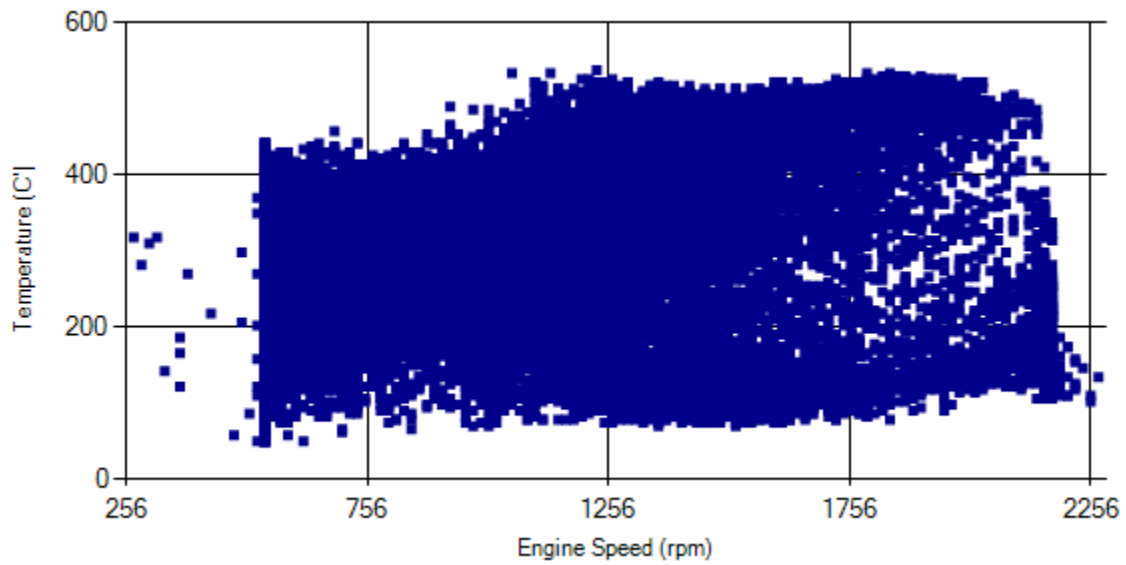


Figure 15- Temperature against engine speed

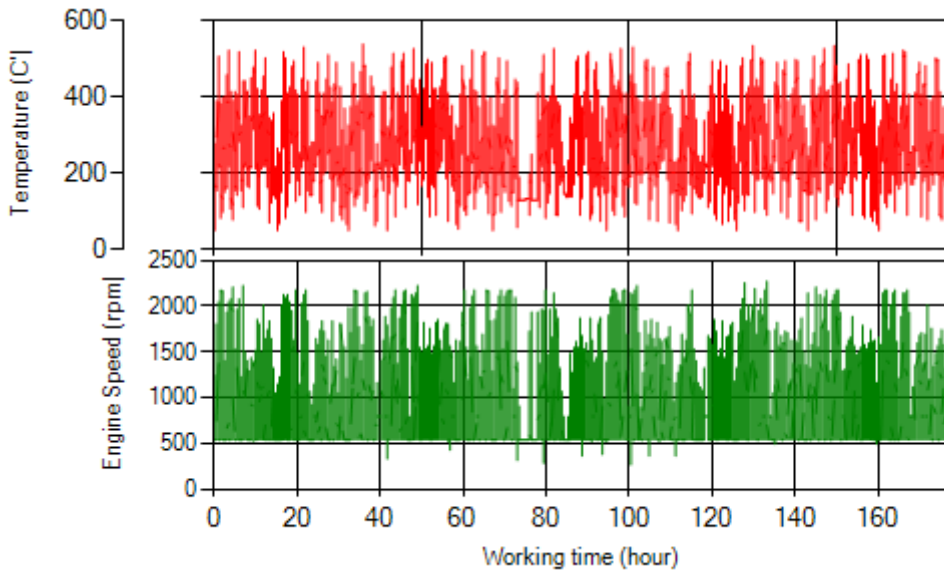


Figure 16- T, N distribution vs. working hours

Filter Operation Analysis

- As depicted in Figure 1, pressure above 200 couldn't be observed and only 0.25% of total working time pressure is above 150mbar.
- Figure 2 displays flow temperature before the DPF. It can be obviously observed that 11% of total working time temperature is above 400 °C and 20% above 350°C. This high temperature distribution is one of the important factors for filter excellent operation during the period.

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