

Notice: System was working over this period without DPF.

Overall Information

Table1- Overall Information

Vehicle plate number	78524
CPK data logger number	LN: 001443, DN: 1930, Sim +989218786219
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	PURltech (Passive system with FBC)
Installation date	28/Jan/2015
Report period	16/Dec/2015 – 31/Dec/2015 (sixteen 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	<p>DPF core was removed on Jul 22nd and was cleaned on Aug 12th for the first time.</p> <p>Considering system relatively high backpressure, filter isolation defect and air filter's deformation, DPF core was removed on Sep 16th and installed on Nov 17th.</p> <p>The third cleaning was unavoidable after only 6 days working and was done on 29th Nov. System only worked for two days and DPF was replaced by muffler on Nov 30th.</p>
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)	49044 km
Bus mileage over the period	3145 km
Working days over the period	14 days
Stop days	2 days
Data logger working days	14 days
Working hours over the period	237 hours 13 minutes
Average working hours per day (including stop days)	14 hours 49 minutes
Bus average speed	13.3 km/hr
idle speed time to all working time ration	59.39 %
Total Bus fuel consumption over the period	1950 lit
Fuel consumption per hour	8.22 lit/hr
Average fuel consumption	0.62 lit/km
Total Bus additive consumption over the period	- lit
Average additive consumption	- cc/km
Additive consumption to fuel ration	- cc/1000lit

Temperature, Pressure and Engine Speed Overview

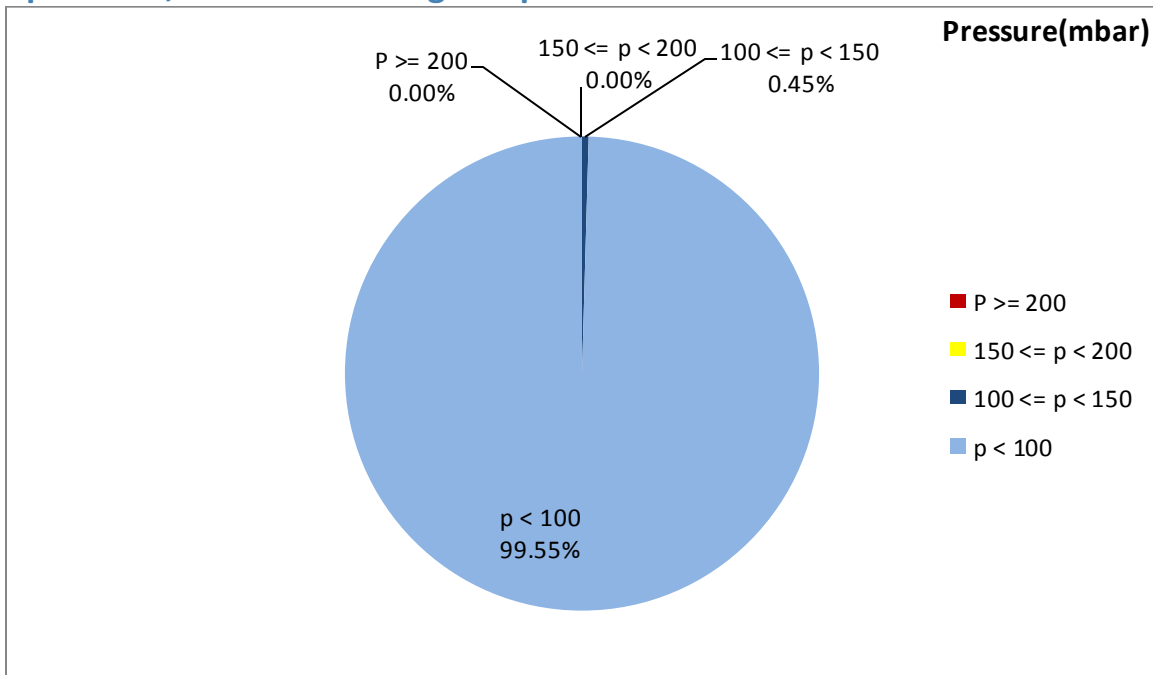


Figure 1- Pressure distribution over the working hours

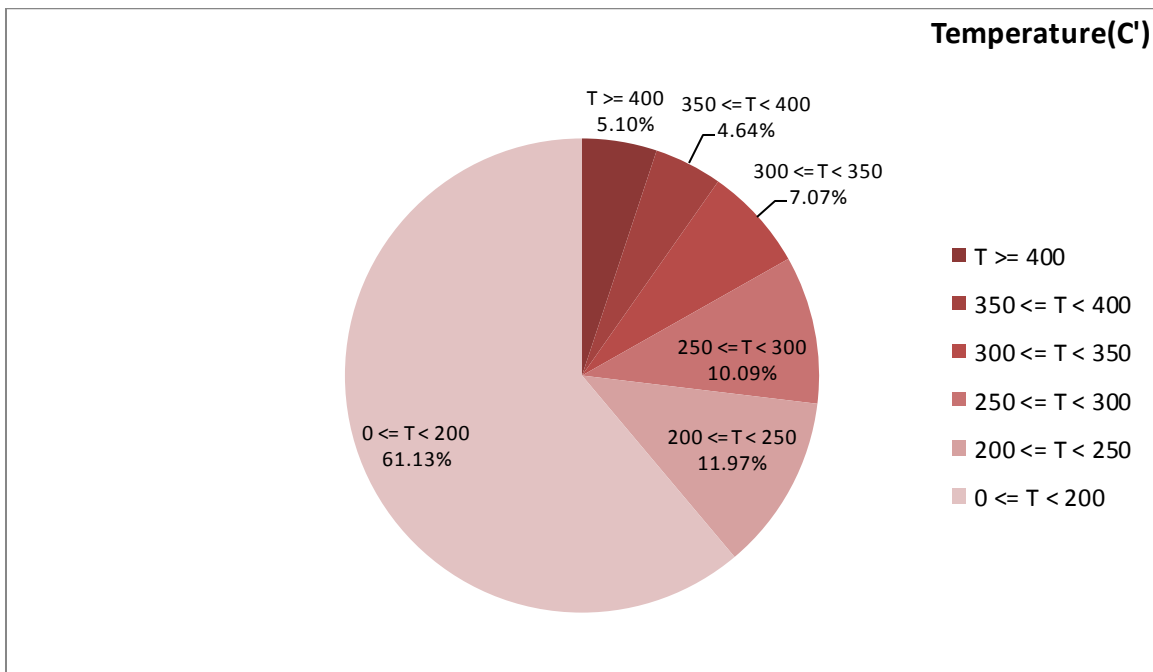


Figure 2-Temperature distribution over the working hours

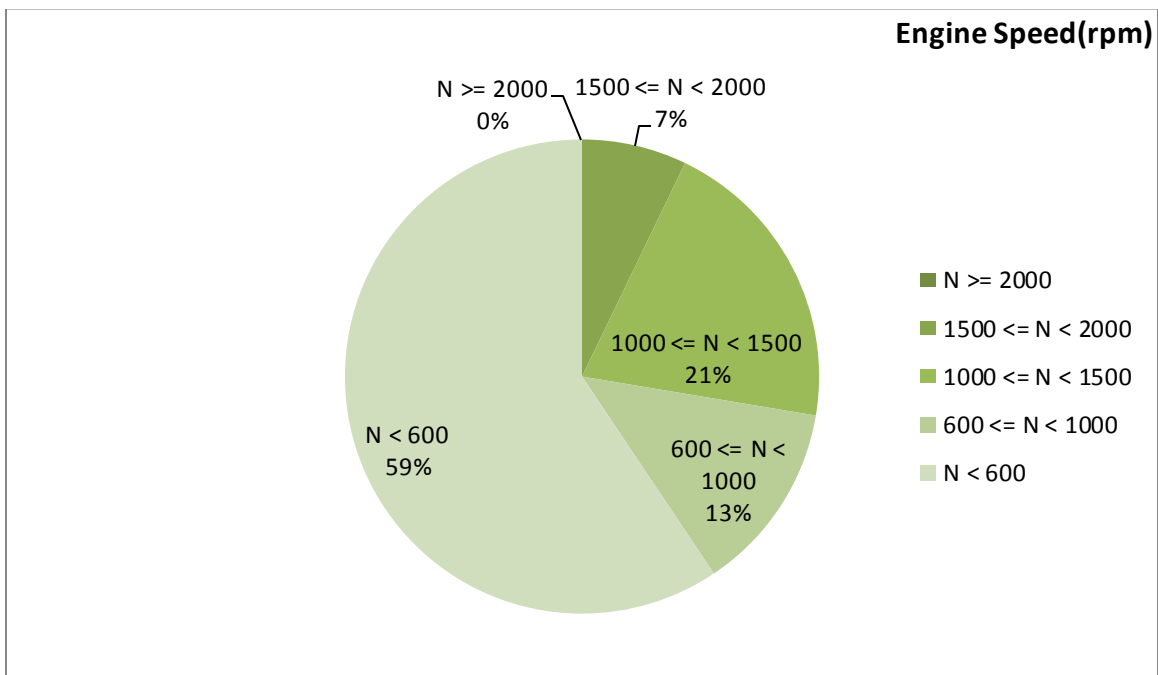


Figure 3- Engine speed distribution over the working hours

Table 4- Mean values

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
200.43	5.29	793

Table 5- Mean values without idling

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
273.92	12.82	1156

Table 6- Max-min values

Max-min temperature(C)	Max-min pressure(mbar)	Max-min engine speed(rpm)
526-50	129-0	2032-272

Detailed Pressure Analysis

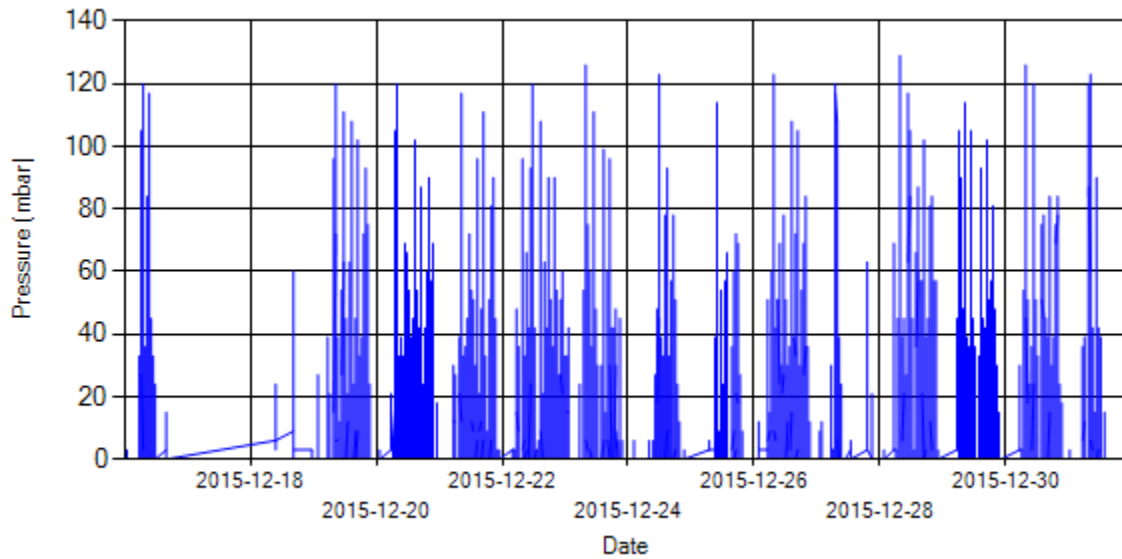


Figure 4- Pressure distribution over the period

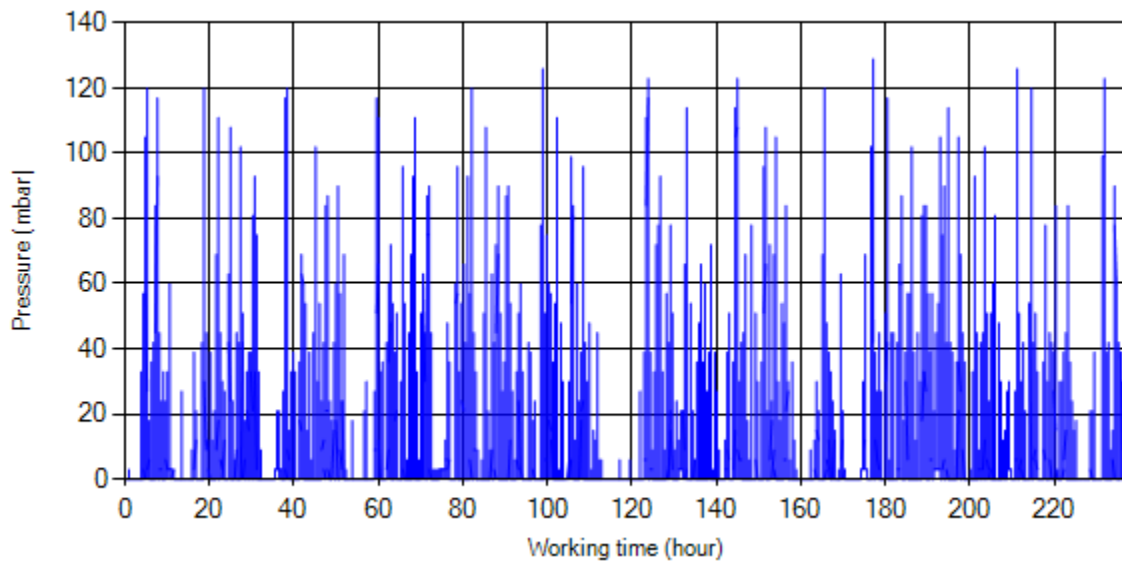


Figure 5- Pressure vs. working hours

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

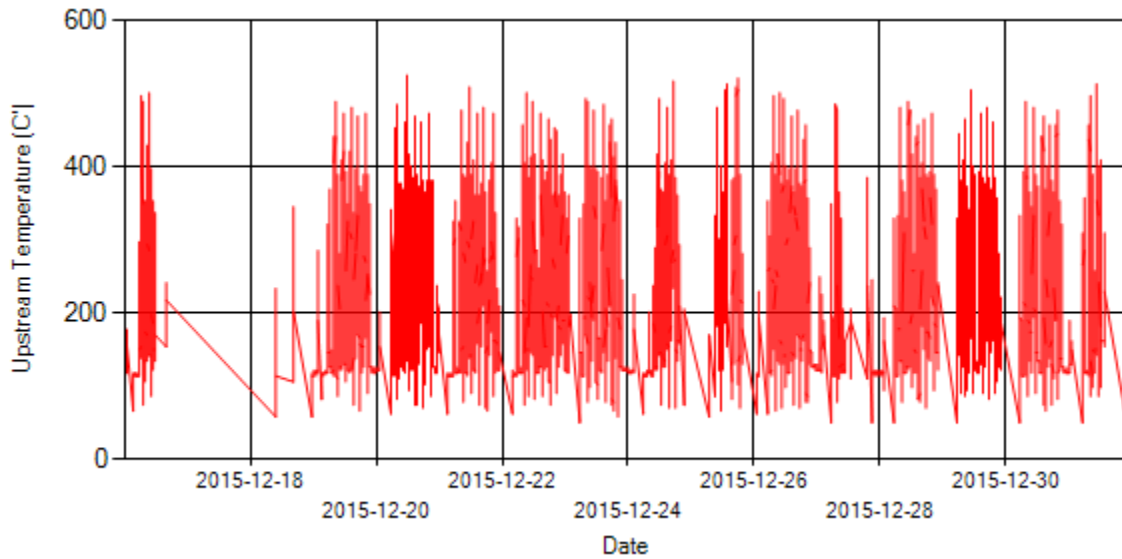


Figure 6- Temperature distribution over the period

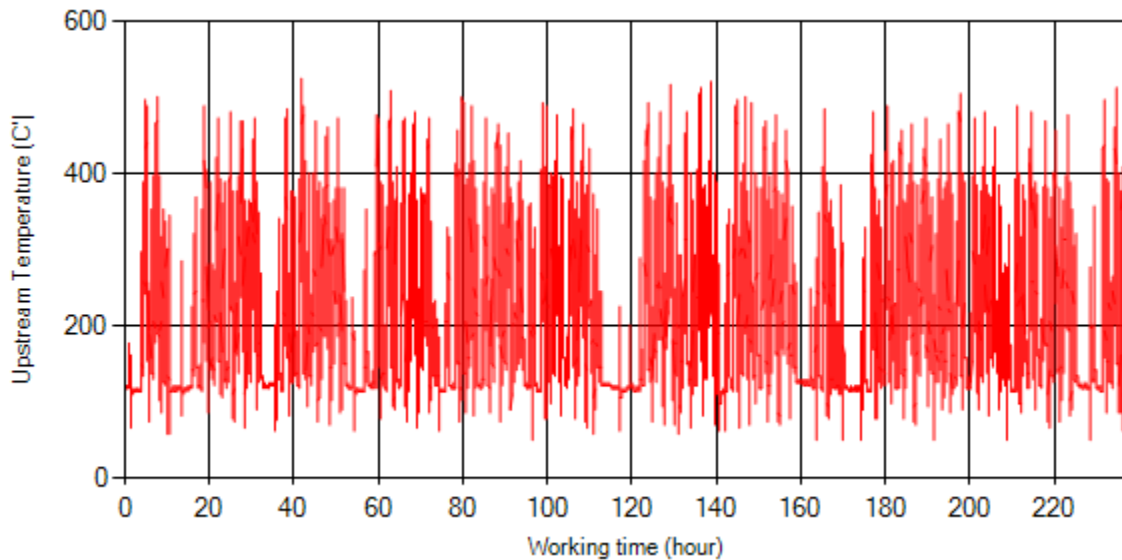


Figure 7- Temperature vs. working hours

Engine Speed Diagrams

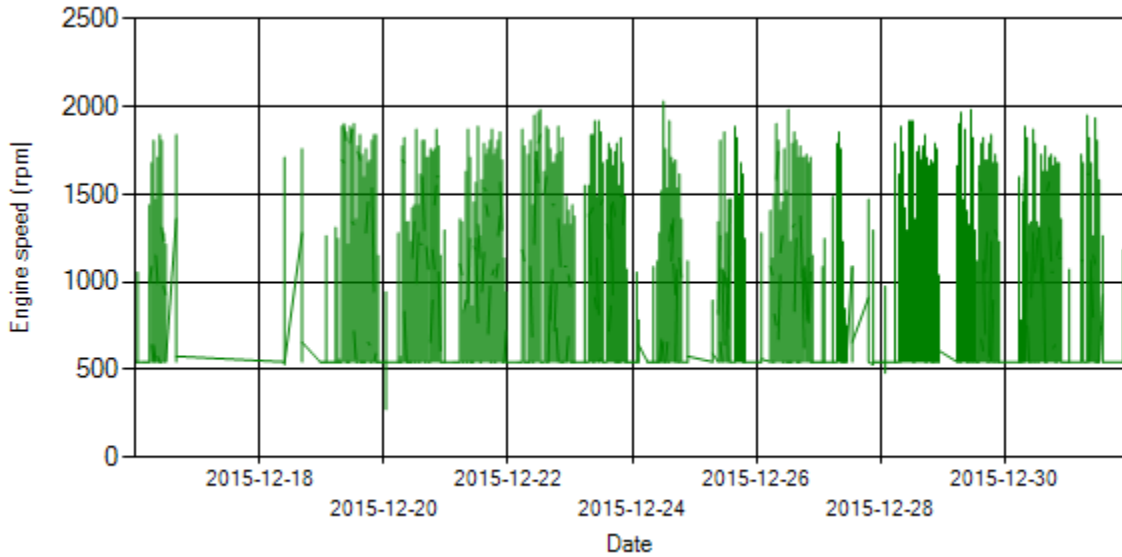


Figure 8- Engine speed distribution over the period

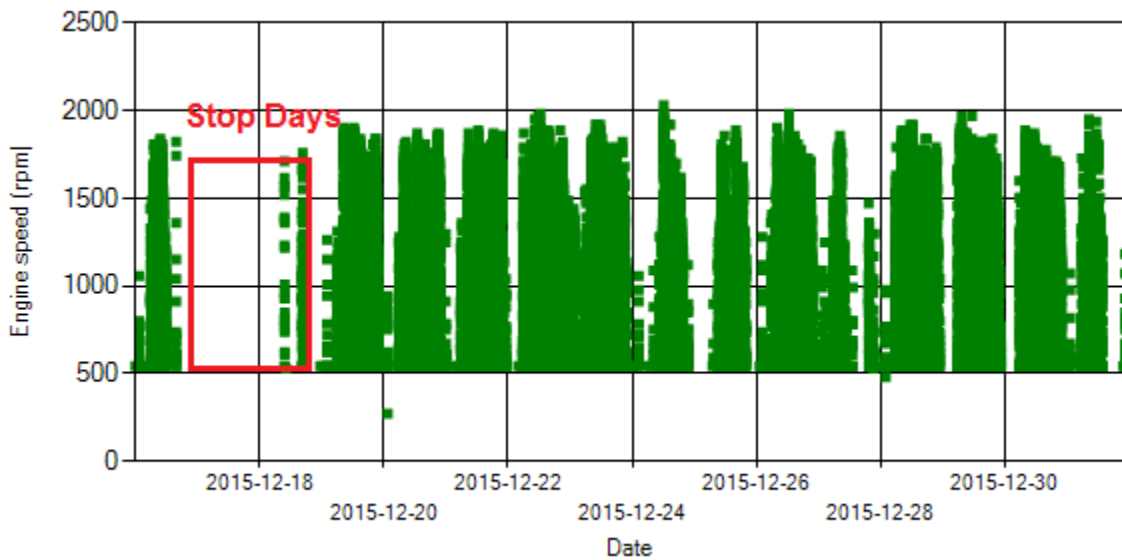


Figure 9- Engine speed diagram for calculating CPK's working days

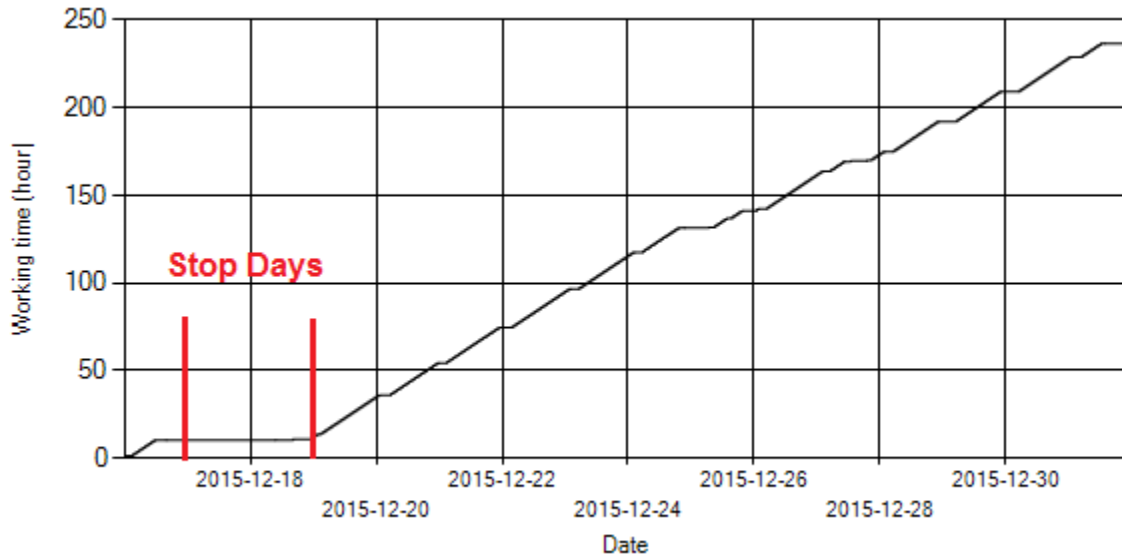


Figure 10- Time diagram for calculating CPK's working days

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 Dec 17th and 18th.

Pressure-Engine Speed diagrams

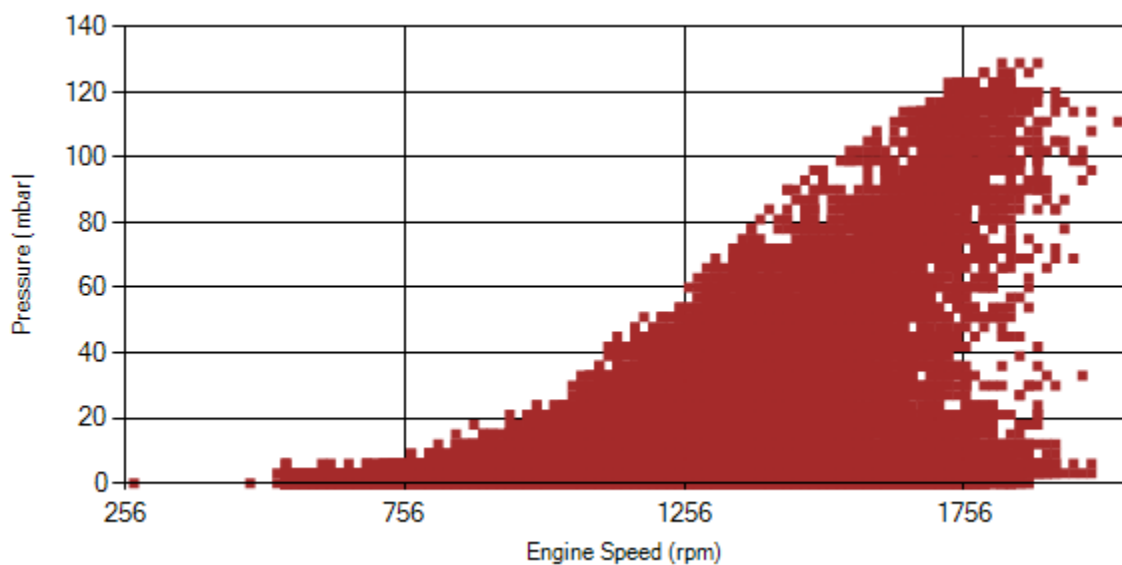


Figure 11- Pressure against engine speed

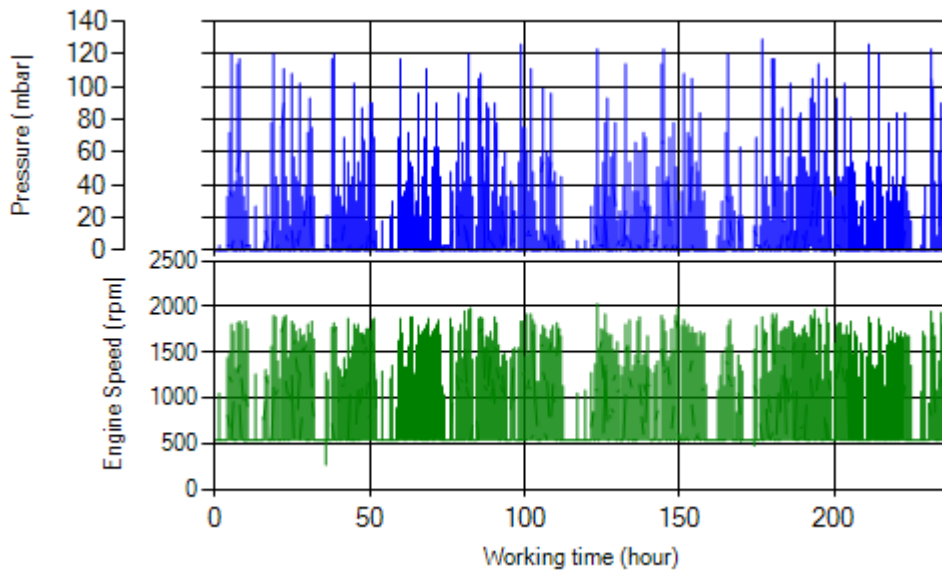


Figure 12- P, N distribution vs. working hours

Temperature-Engine Speed diagrams

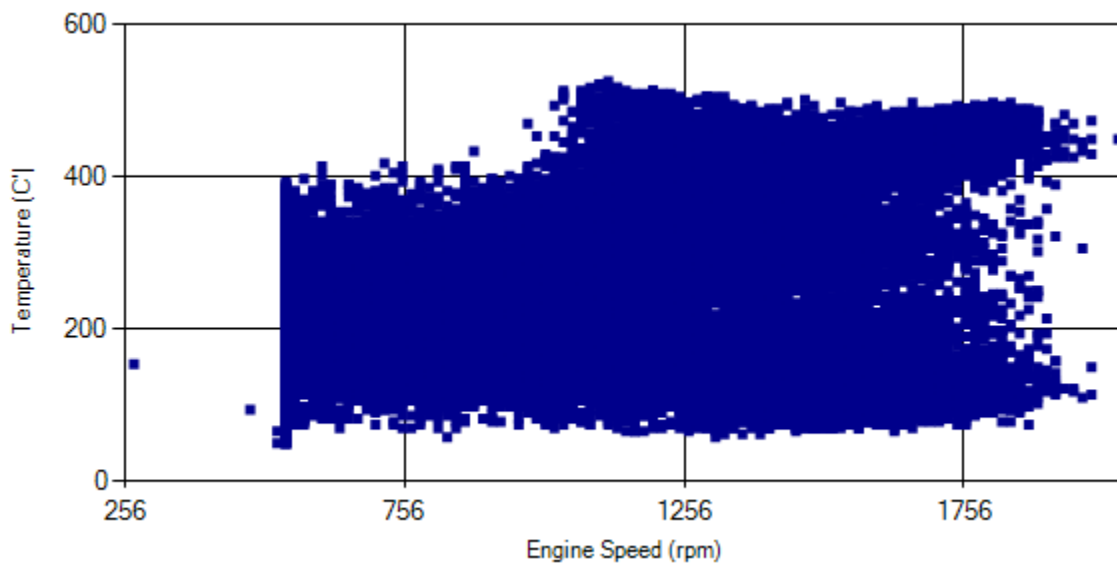


Figure 13- Temperature against engine speed

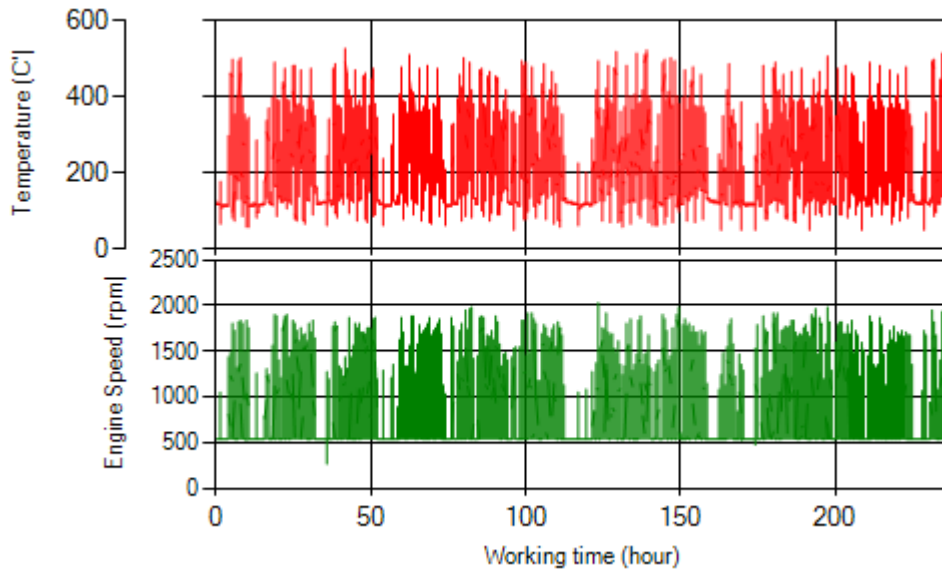


Figure 14- T, N distribution vs. working hours

Filter Operation Analysis

Notice: System was working over this period without DPF.