

Overall Information

Table1- Overall Information

Vehicle plate number	85423
CPK data logger number	LN: 001505, DN: 2001, Sim Number +989218469621
Bus line	Number 4 (south to north bus line)
Bus Terminals	South Bus Terminal - Park Way Bus Tehran Terminal
Total path distance	22.8 km
DPF producer company	HJS_02 (active system with FBC – electrical heater)
Installation date	19/Feb/2015
Report period	16/Nov/2015- 30/Nov/2015 (fifteen 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	DPF has been working from installation date until now without any cleaning.
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)	47931 km
Bus mileage over the period	2800 km
Working days over the period	15 days
Stop days	0 day
Data logger working days	15 days
Working hours over the period	217 hours 1 minutes
Average working hours per day (including stop days)	14hours 28 minutes
Bus average speed	12.9 km/hr
idle speed time to all working time ration	55.59 %
Total Bus fuel consumption over the period	1556 lit
Fuel consumption per hour	7.17 lit/hr
Average fuel consumption	0.56 lit/km
Total Bus additive consumption over the period	0.75 lit
Average additive consumption	268 cc/km
Additive consumption to fuel ration	482 cc/1000lit

Temperature, Pressure and Engine Speed Overview

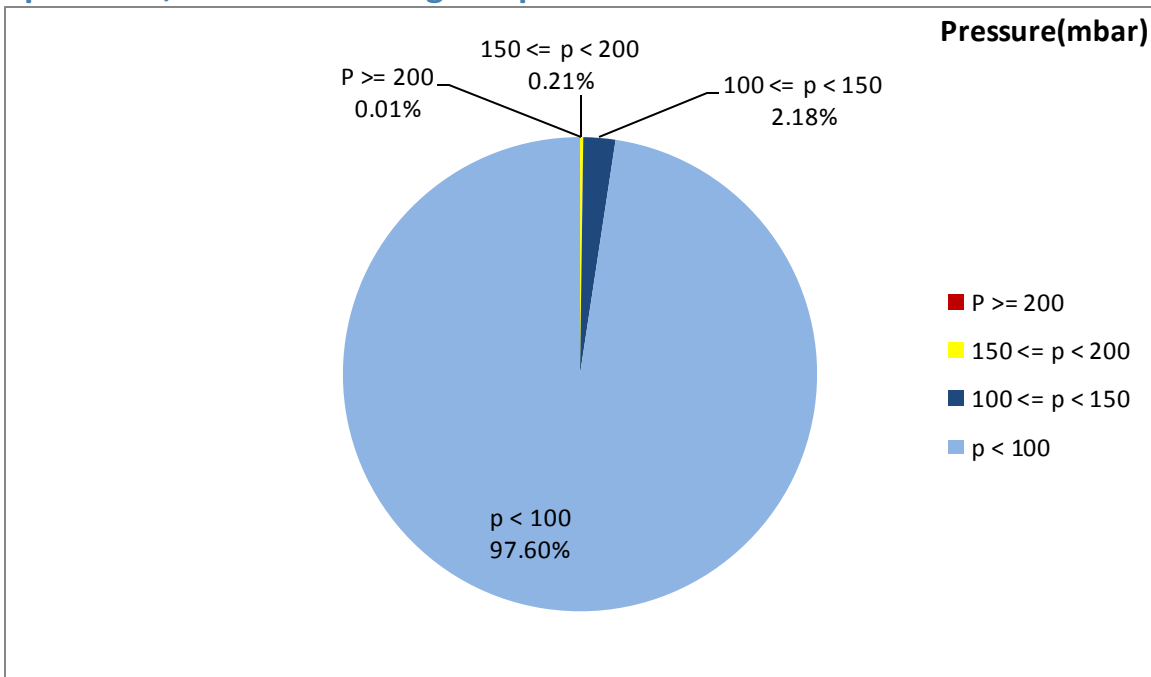


Figure 1- Pressure distribution over the working hours

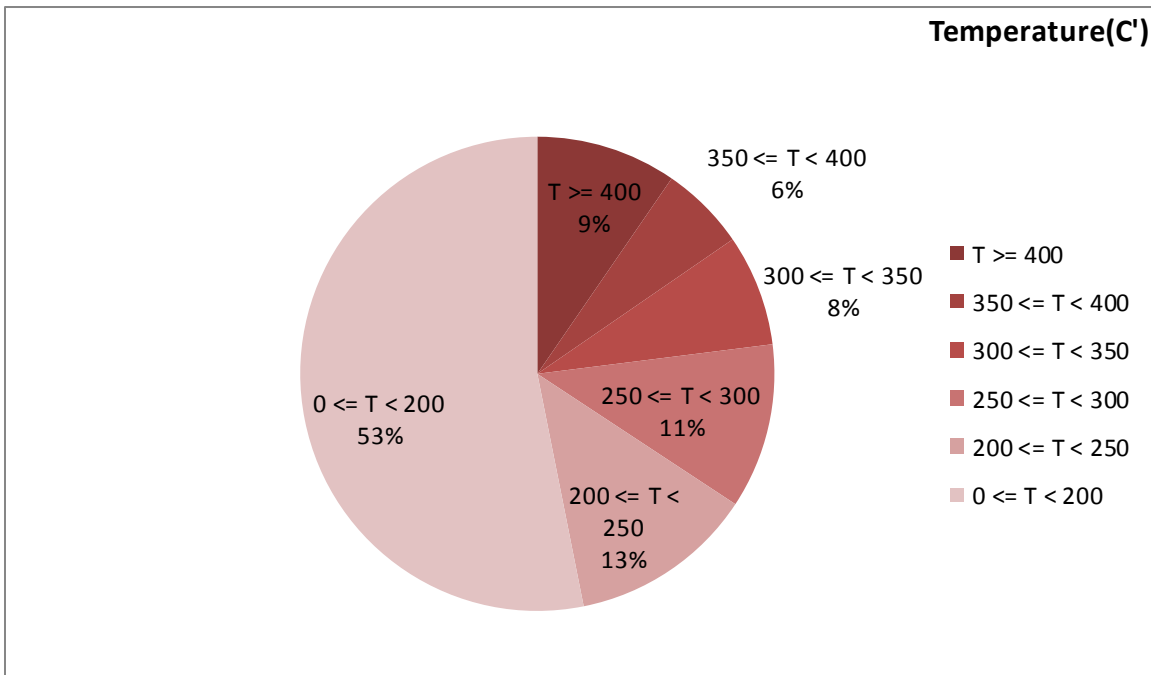


Figure 2-Temperature distribution over the working hours

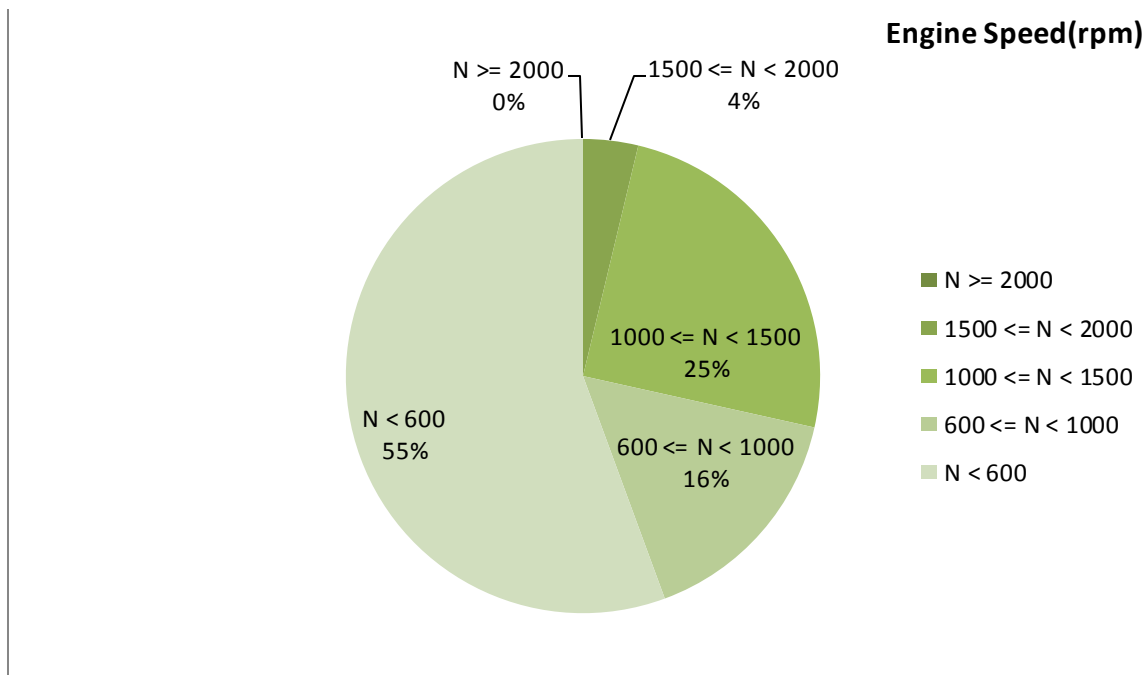


Figure 3- Engine speed distribution over the working hours

Table 4- Mean values

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
224.96	18.66	792

Table 5- Mean values without idling

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
302.83	34.29	1099

Table 6- Max-min values

Max-min temperature(C)	Max-min pressure(mbar)	Max-min engine speed(rpm)
646-50	219-0	1904-256

Detailed Pressure Analysis

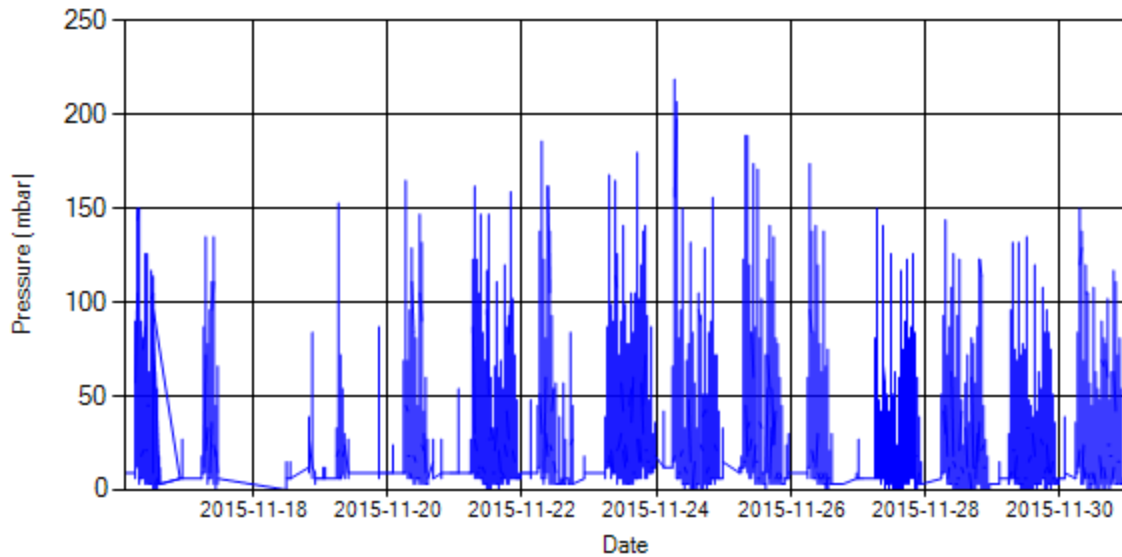


Figure 4- Pressure distribution over the period

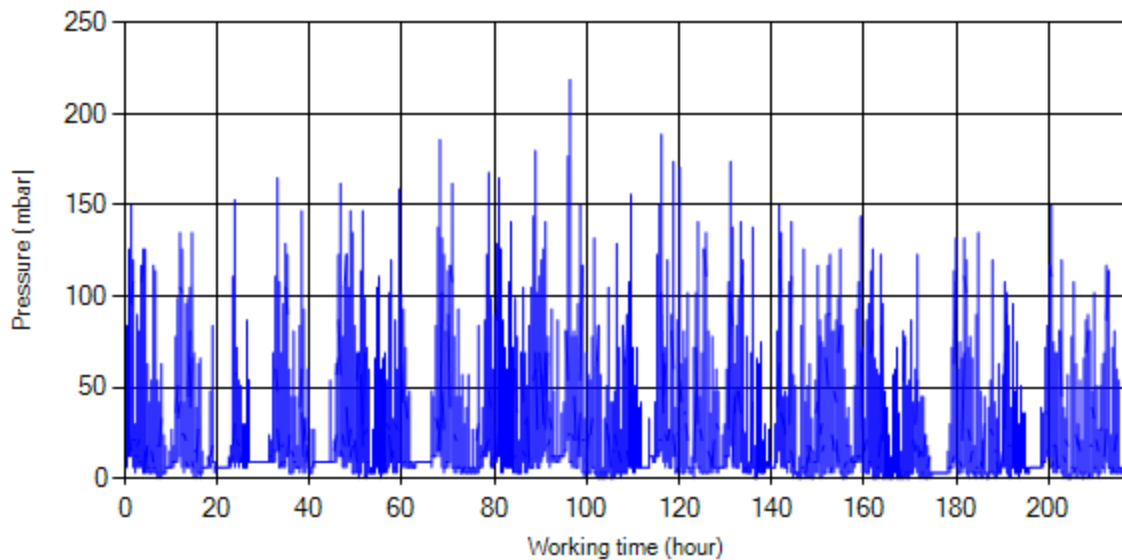


Figure 5- Pressure vs. working hours

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

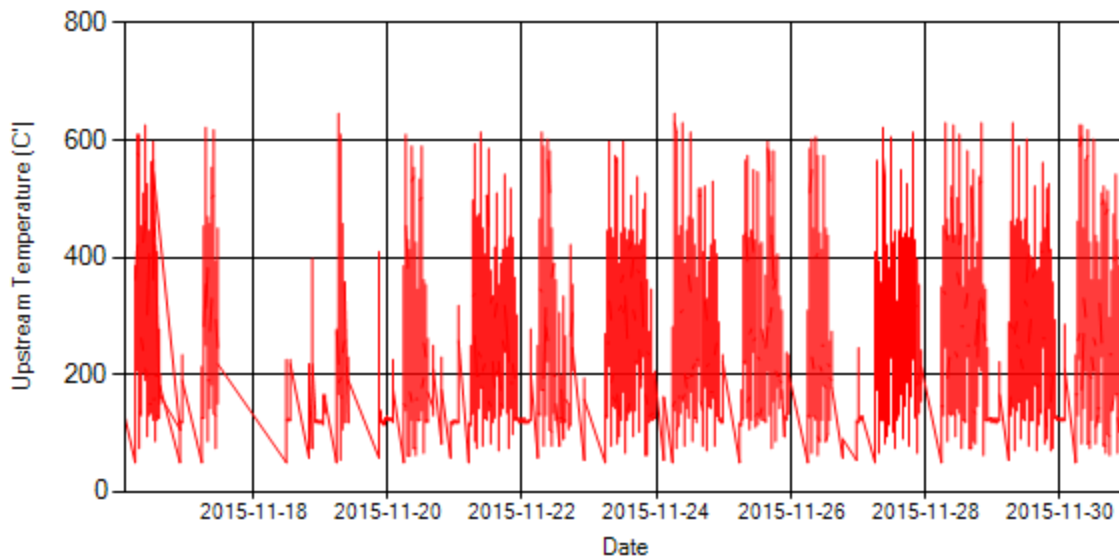


Figure 6- Temperature distribution over the period

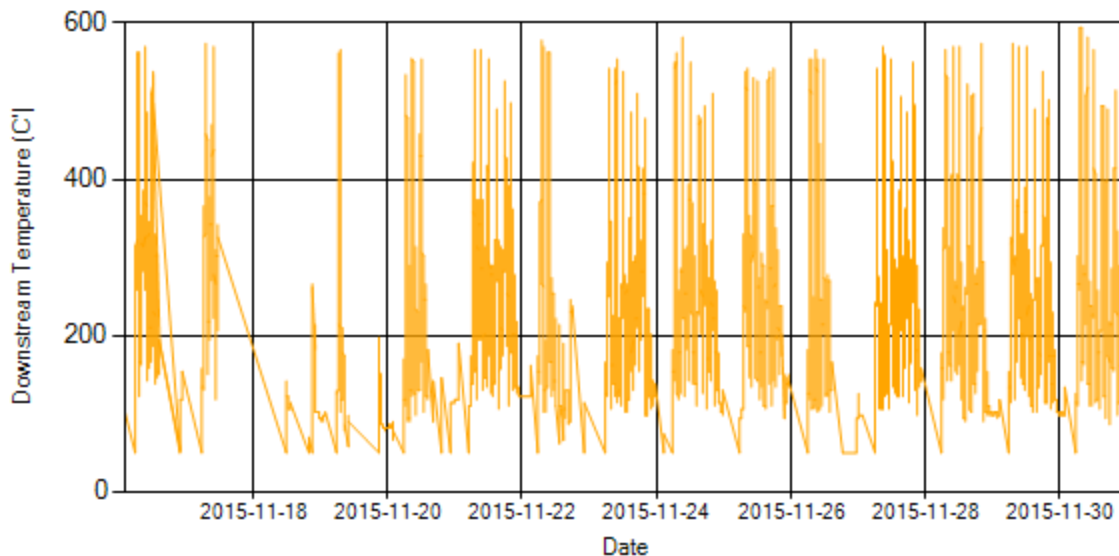


Figure 7- Temperature distribution over the period

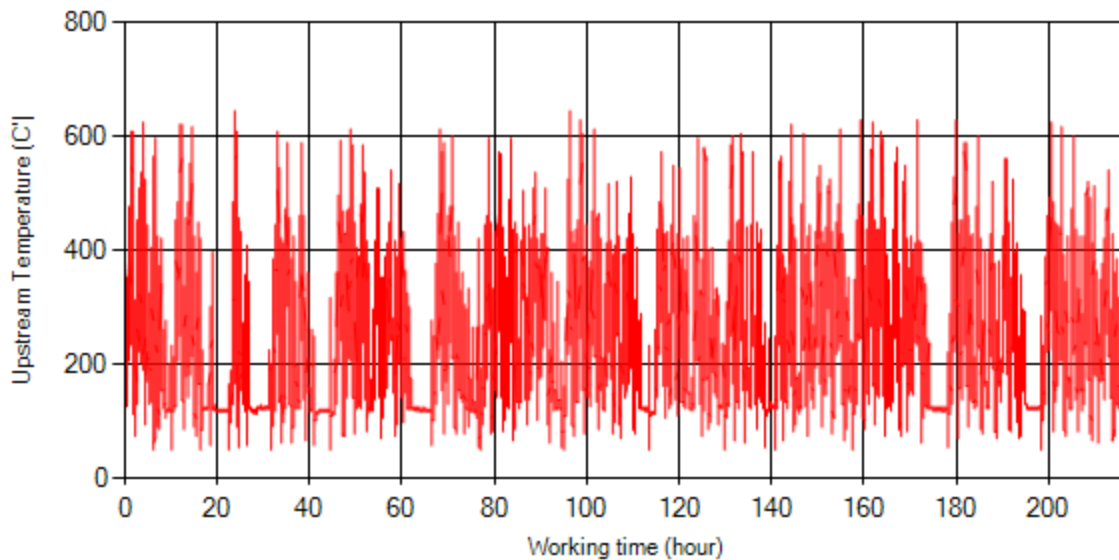


Figure 8- Temperature vs. working hours

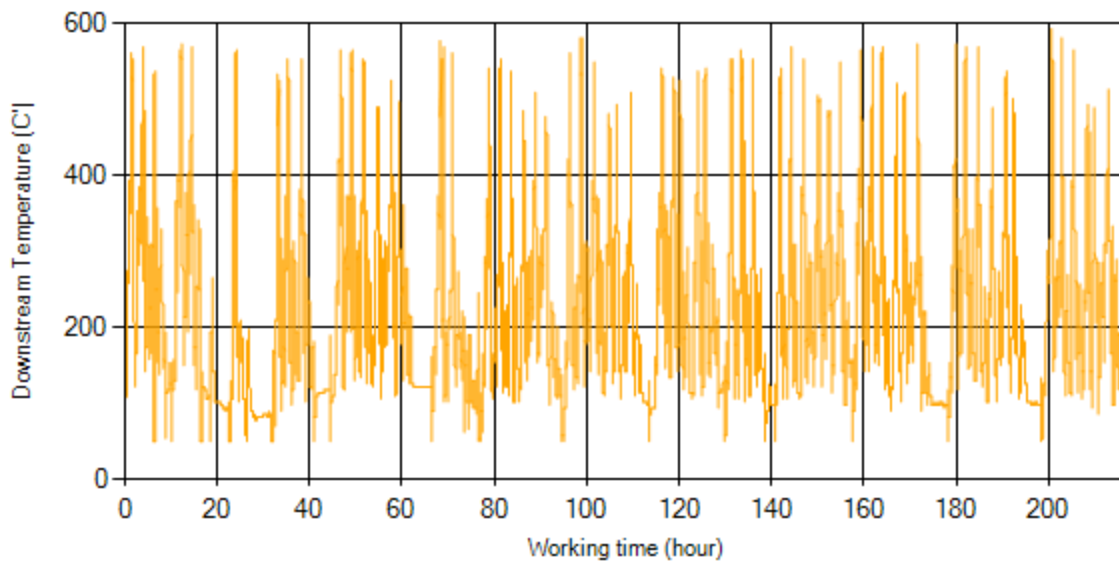


Figure 9- Temperature vs. working hours

Engine Speed Diagrams

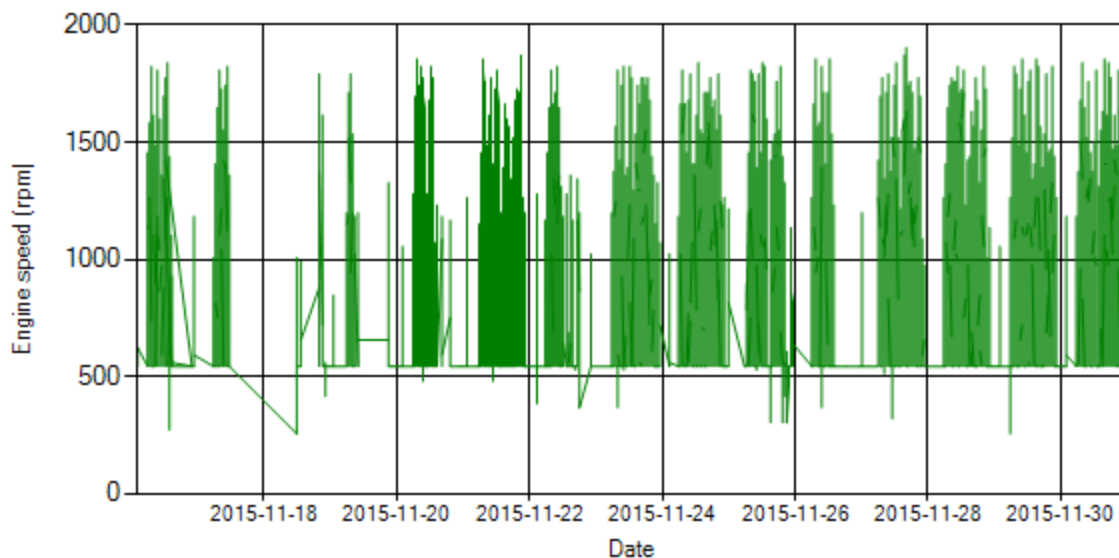


Figure 10- Engine speed distribution over the period

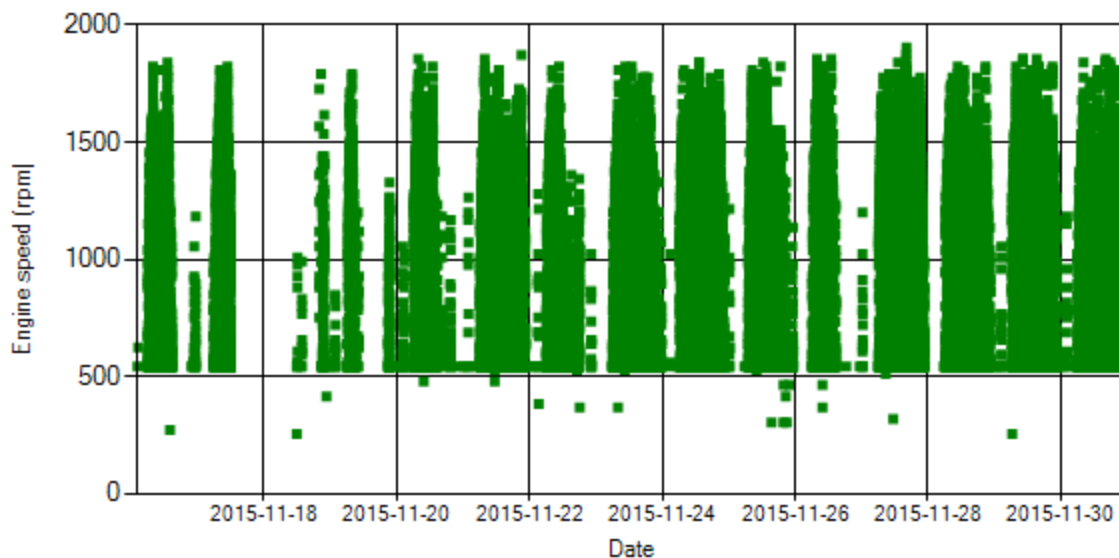


Figure 11- Engine speed diagram for calculating CPK's working days

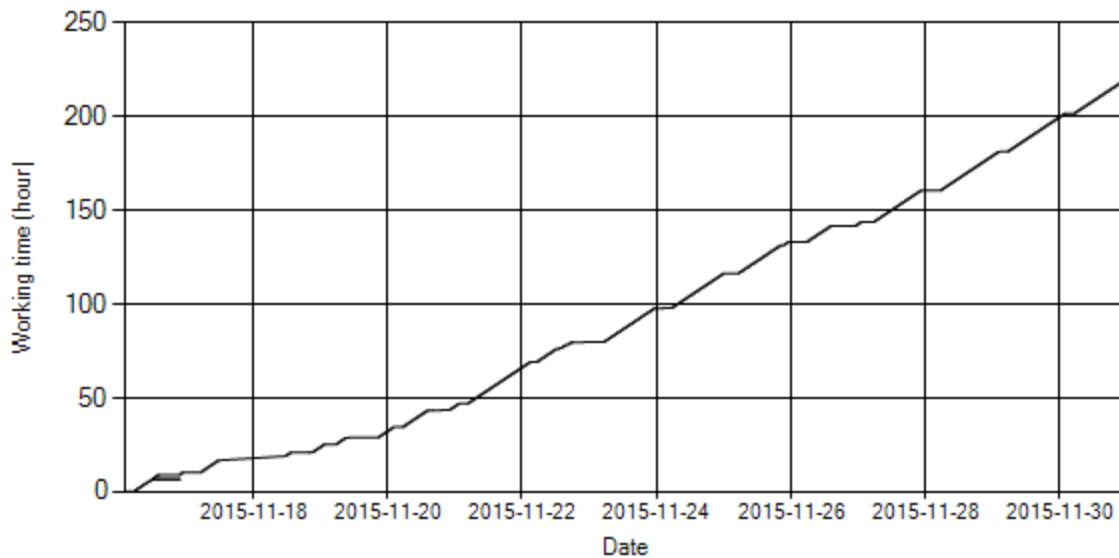


Figure 12- Time diagram for calculating CPK's working days

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 working all days during the period.

Pressure-Engine Speed diagrams

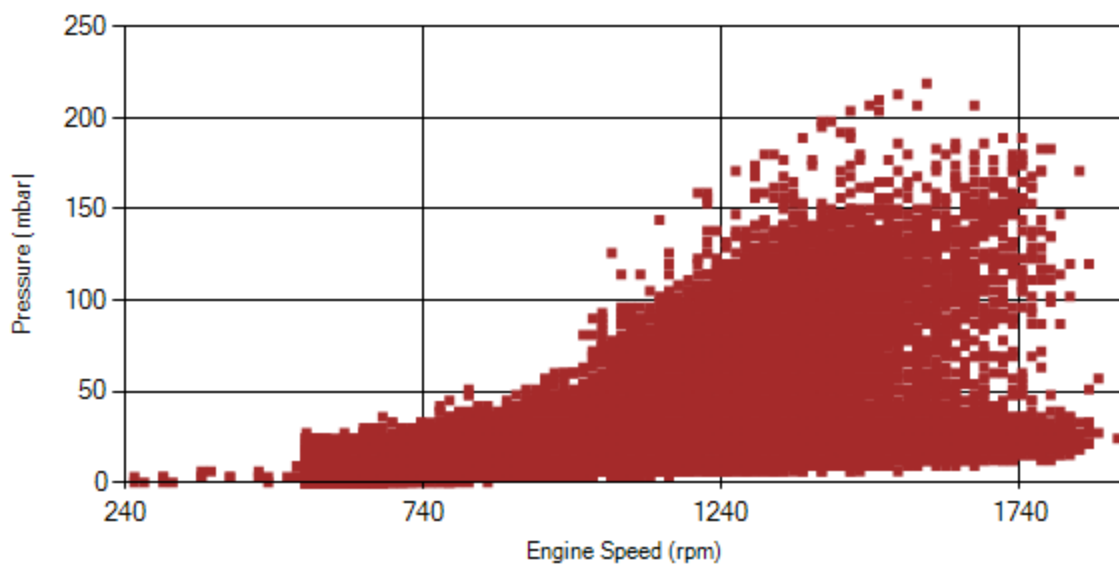


Figure 13- Pressure against engine speed

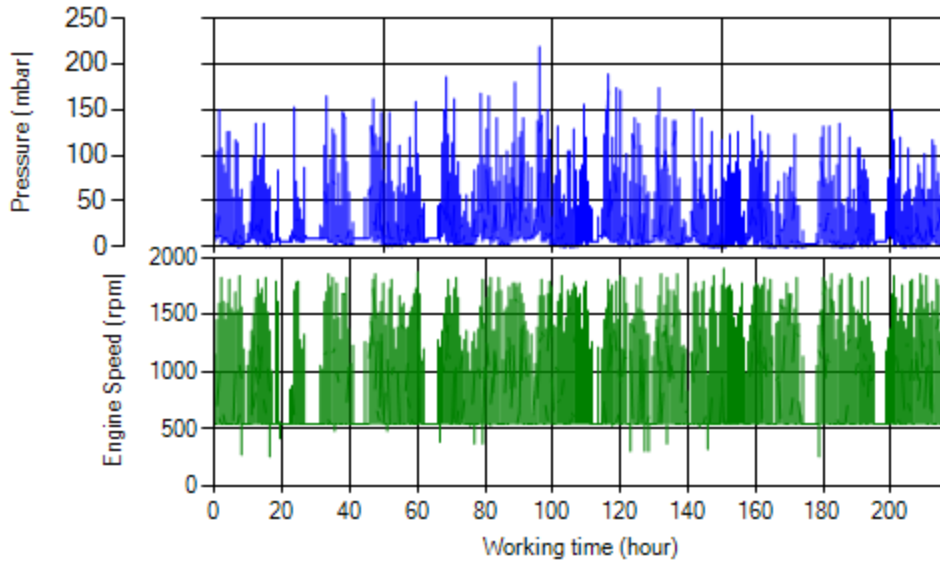


Figure 14- P, N distribution vs. working hours

Temperature-Engine Speed diagrams

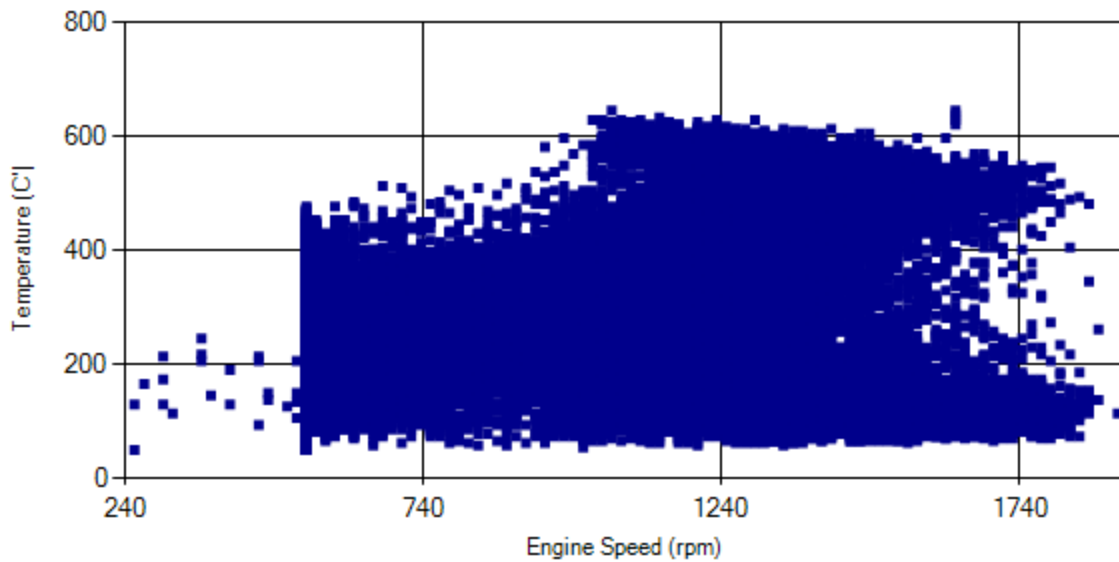


Figure 15- Temperature against engine speed

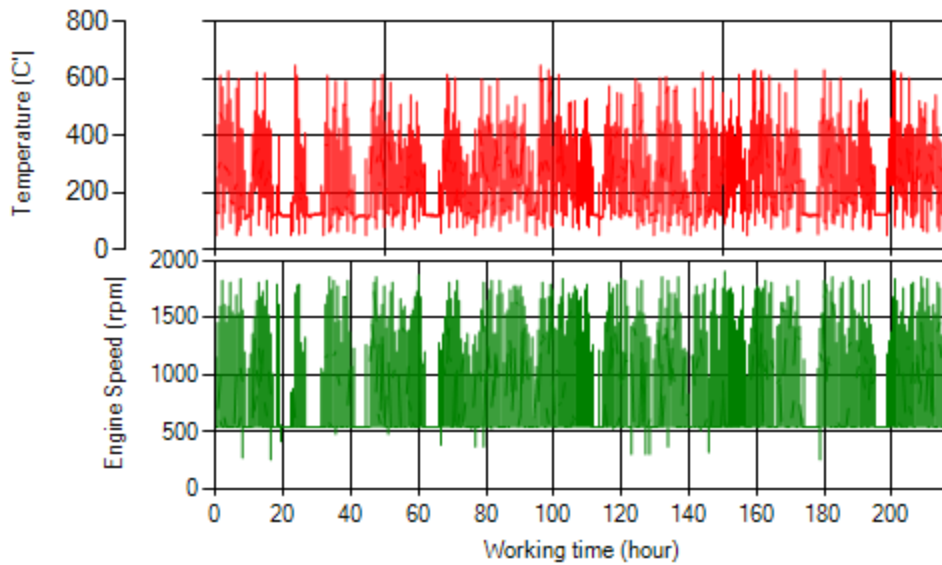


Figure 16- T, N distribution vs. working hours

Filter Operation Analysis

- As depicted in figure 1, only 0.01% of time pressure was above 200 mbar and 0.22% above 150 mbar.
- Figure 2 displays flow temperature distribution for DPF's upstream. It can be obviously observed that 9% of total working-time temperature is above 400 °C and 15% above 350°C.

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