

Overall Information

Table1- Overall Information

Vehicle plate number	85476
CPK data logger number	LN: 001508, DN: 2003, Sim +989218469624
Bus line	Number 10 (south to north Bus line)
Bus Terminals	Azadi square - Daneshgah square
Total path distance	10.7 km
DPF producer company	HJS_04 (Passive system with FBC)
Installation date	23/Feb/2015
Report period	01/Sep/2015 – 15/Sep/2015 (fifteen days)
K value - DPF upstream	1.84 [1/m]
K value – DPF downstream	0.02 [1/m]

Table 2- DPF Maintenance History

Filter maintenance date	DPF was cleaned on 22 nd Jul.
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)	- km
Bus mileage over the period	- km
Working days over the period	15 days
Stop days	0 day
Data logger working days	15 days
Working hours over the period	218 hours 1 minutes
Average working hours per day (including stop days)	14 hours 31 minutes
Bus average speed	8.69 km/hr
idle speed time to all working time ration	57.47 %
Total Bus fuel consumption over the period	-
Fuel consumption per hour	-
Average fuel consumption	-
Total Bus additive consumption over the period	0.64 lit
Average additive consumption	-
Additive consumption to fuel ration	-

Notice: Bus mileage and fuel consumption were not available for this period.

Temperature, Pressure and Engine Speed Overview

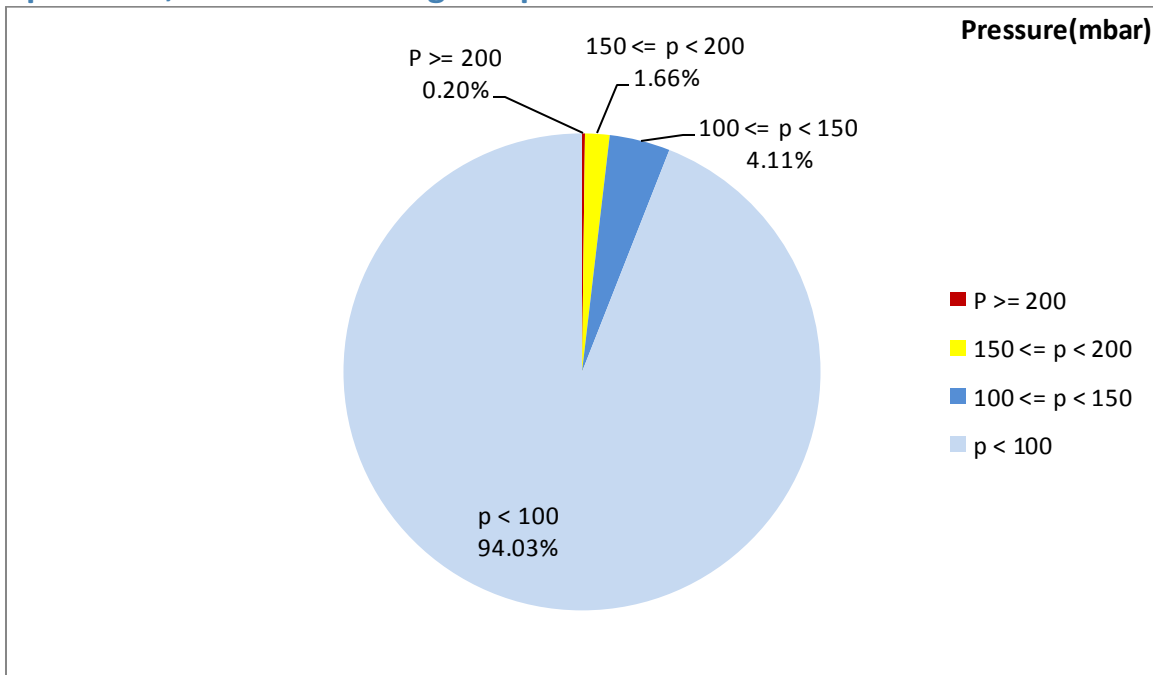


Figure 1- Pressure distribution over the working hours

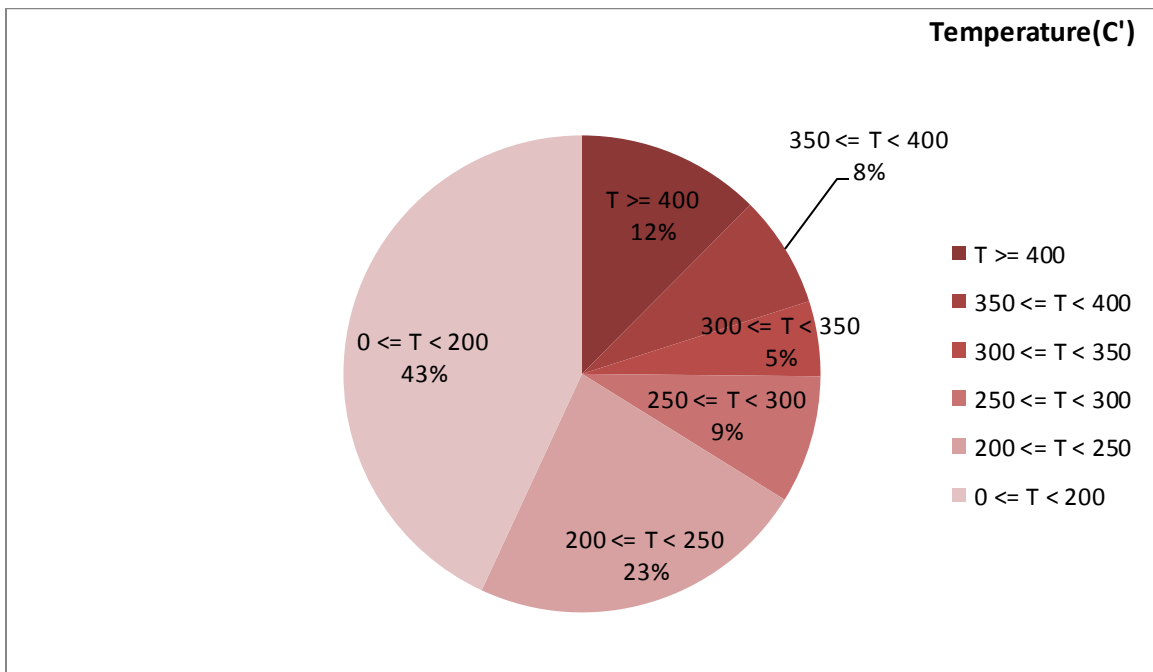


Figure 2-Temperature distribution over the working hours

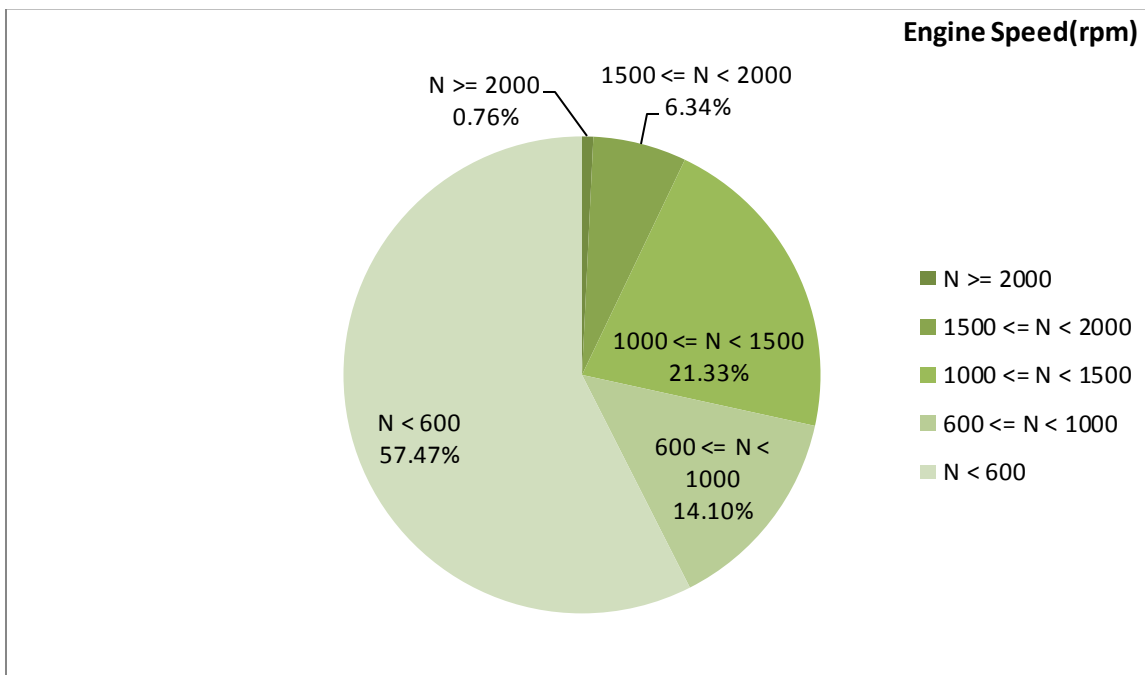


Figure 3- Engine speed distribution over the working hours

Table 4- Mean values

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
243.82	26.62	828

Table 5- Mean values without idling

Mean temperature (C)	Mean pressure(mbar)	Mean engine speed(rpm)
298.02	49.89	1165

Table 6- Max-min values

Max-min temperature(C)	Max-min pressure(mbar)	Max-min engine speed(rpm)
554-50	273-3	2656-256

Detailed Pressure Analysis

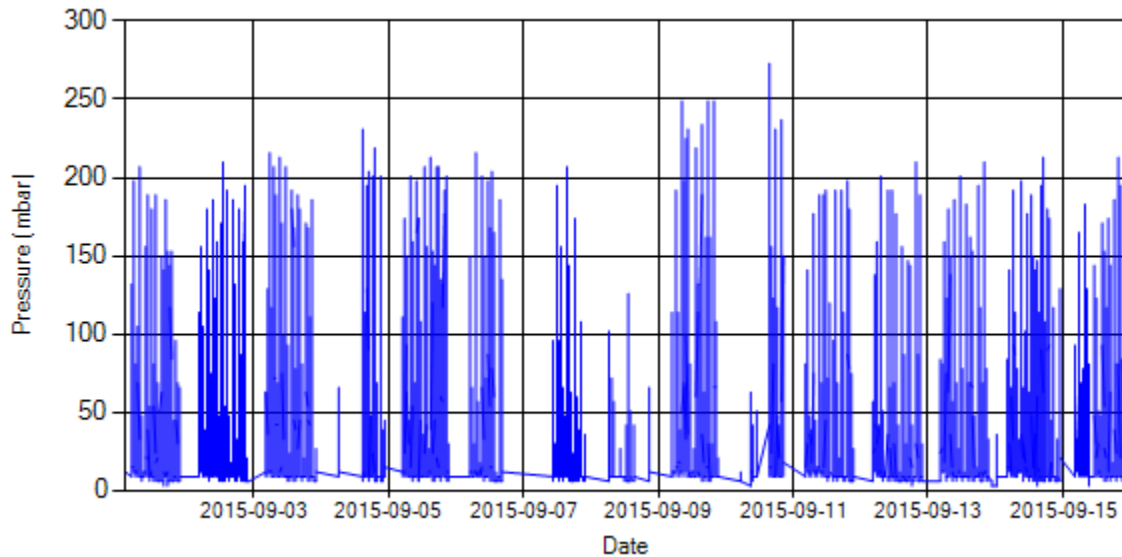


Figure 4- Pressure distribution over the period

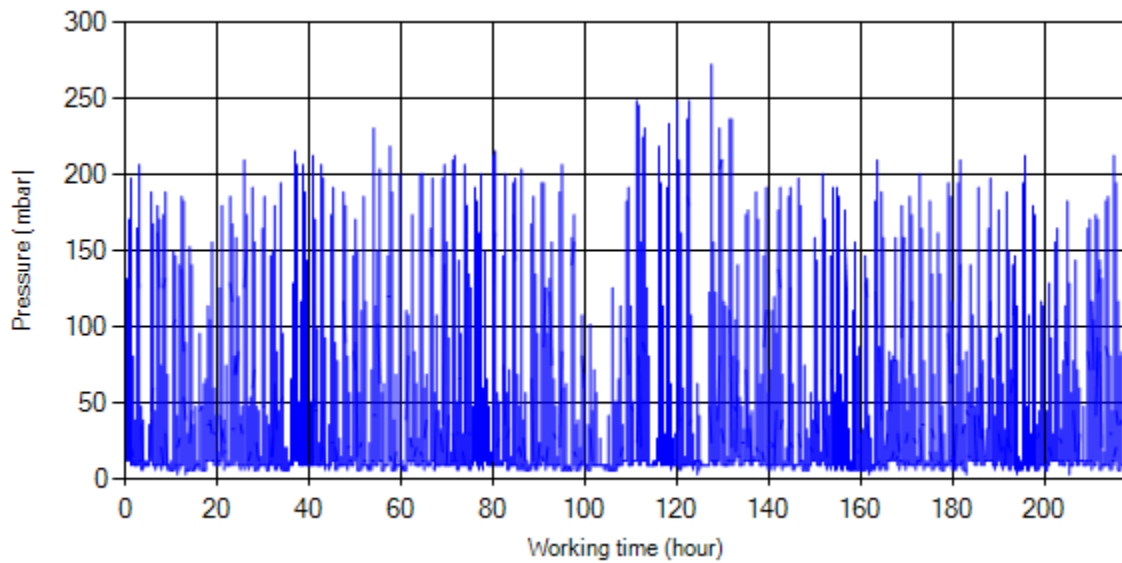


Figure 5- Pressure vs. working hours

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

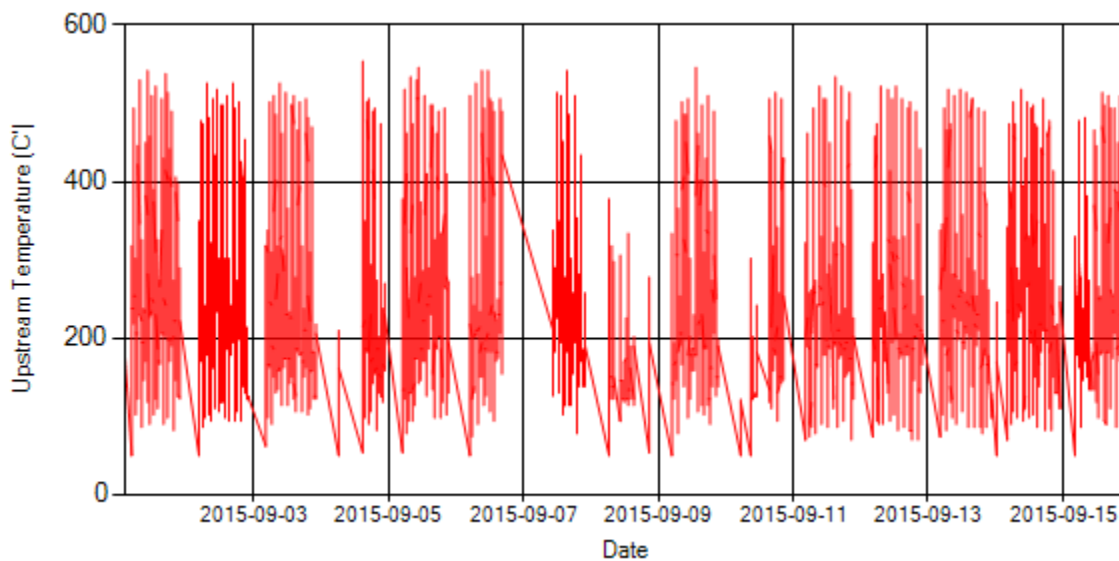


Figure 6- Temperature distribution over the period

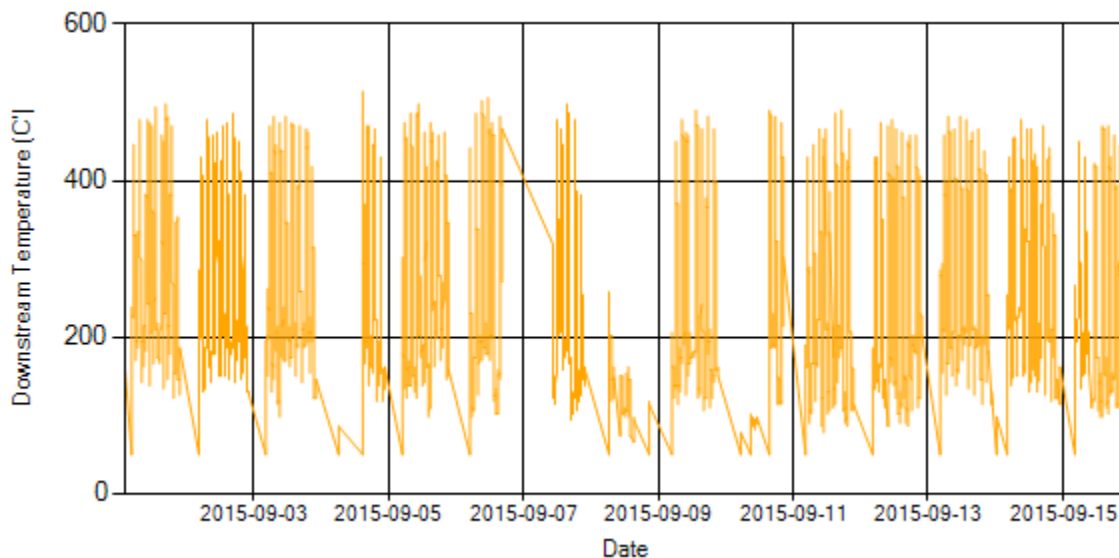


Figure 7- Temperature distribution over the period

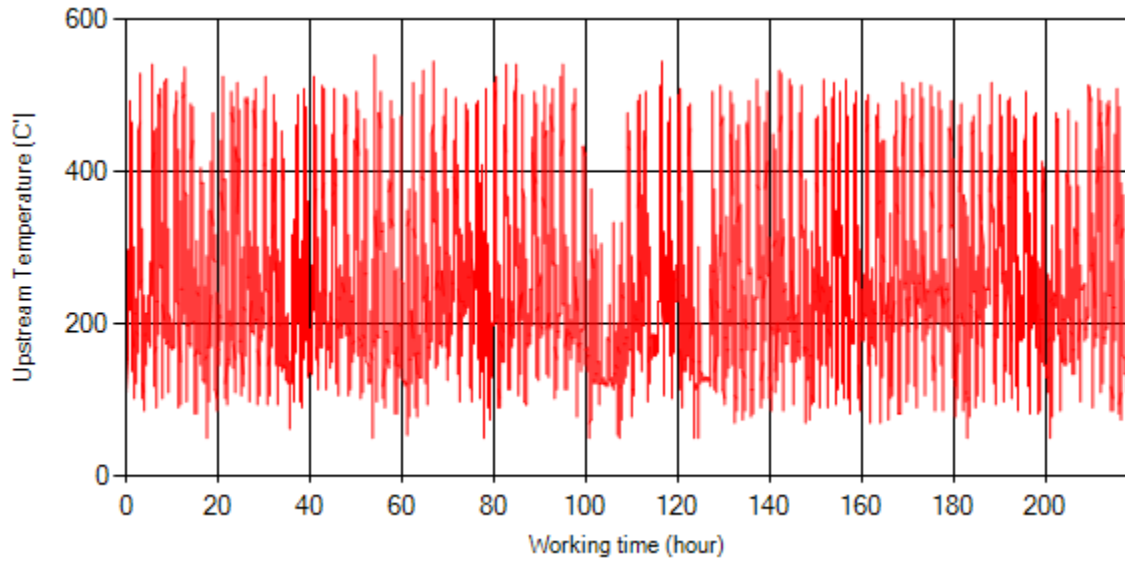


Figure 8- Temperature vs. working hours

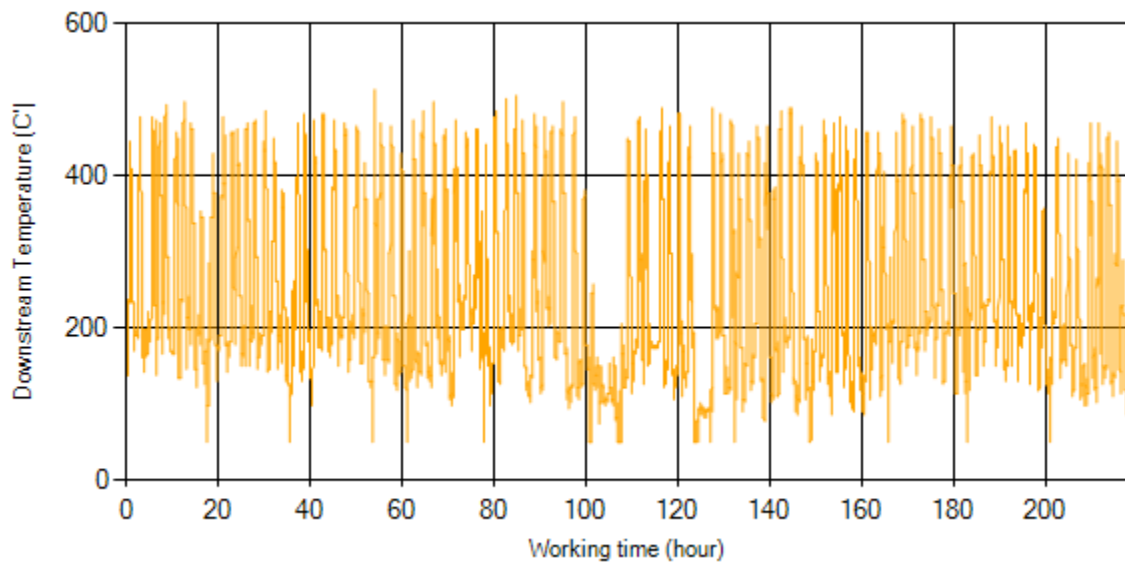


Figure 9- Temperature vs. working hours

Engine Speed Diagrams

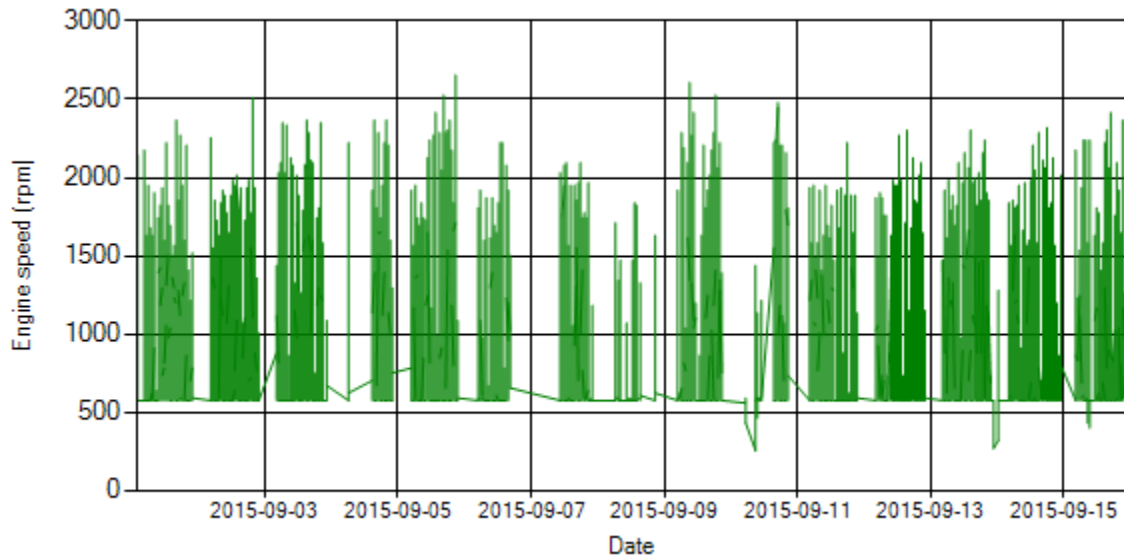


Figure 10- Engine speed distribution over the period

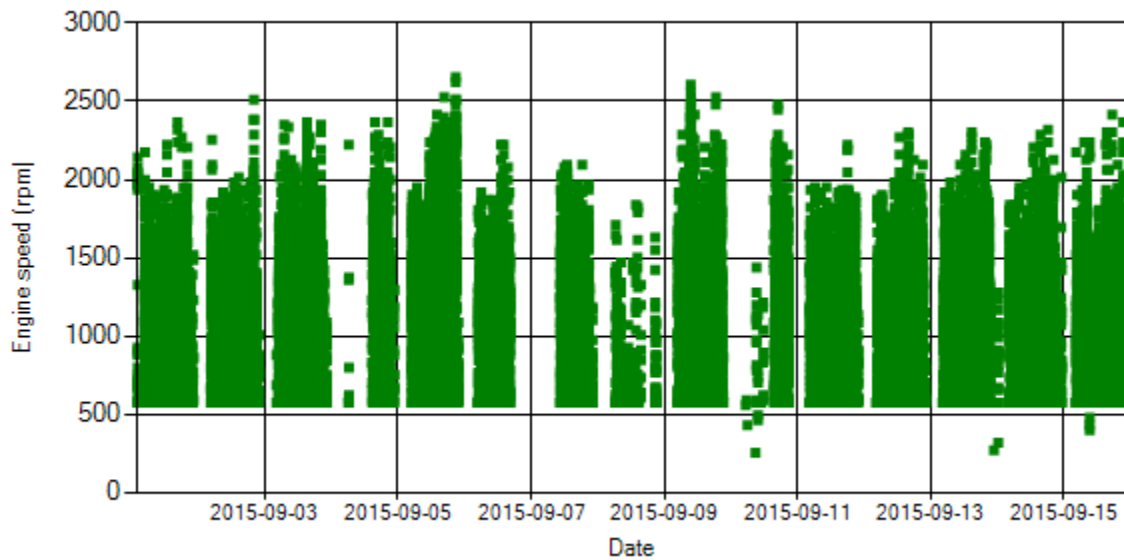


Figure 11- Engine speed diagram for calculating CPK's working days

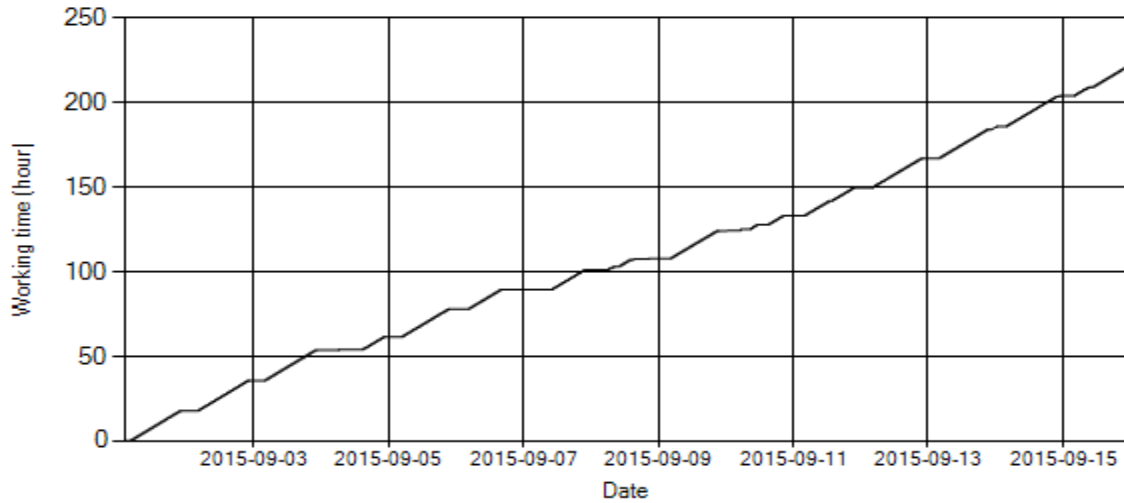


Figure 12- Time diagram for calculating CPK's working days

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, data logger was sampling all over the period.

Pressure-Engine Speed diagrams

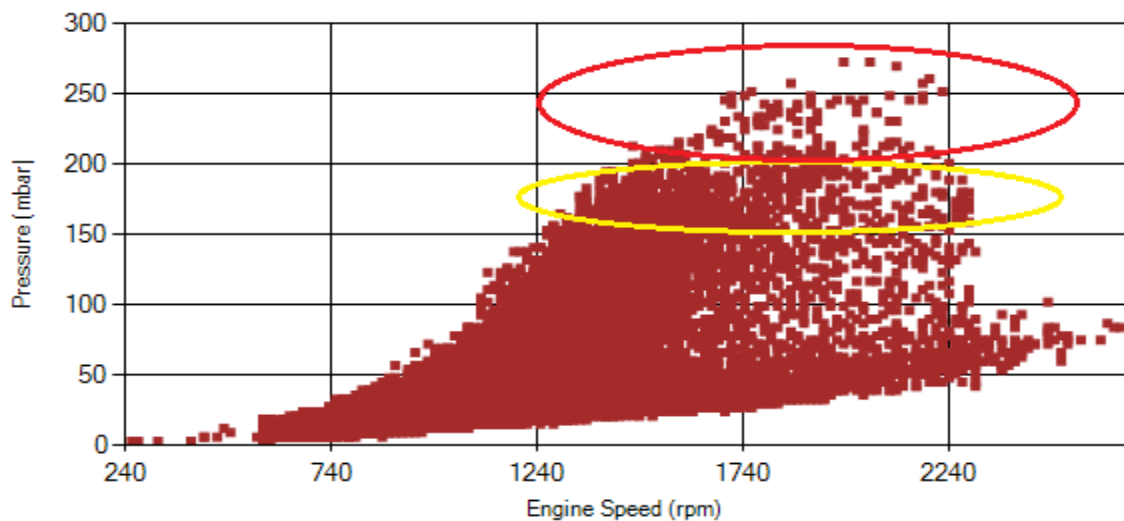


Figure 13- Pressure against engine speed

Notice: Red alarm (pressure > 200 mbar) and yellow alarm (200 > pressure > 150) ranges were indicated in figure 13.

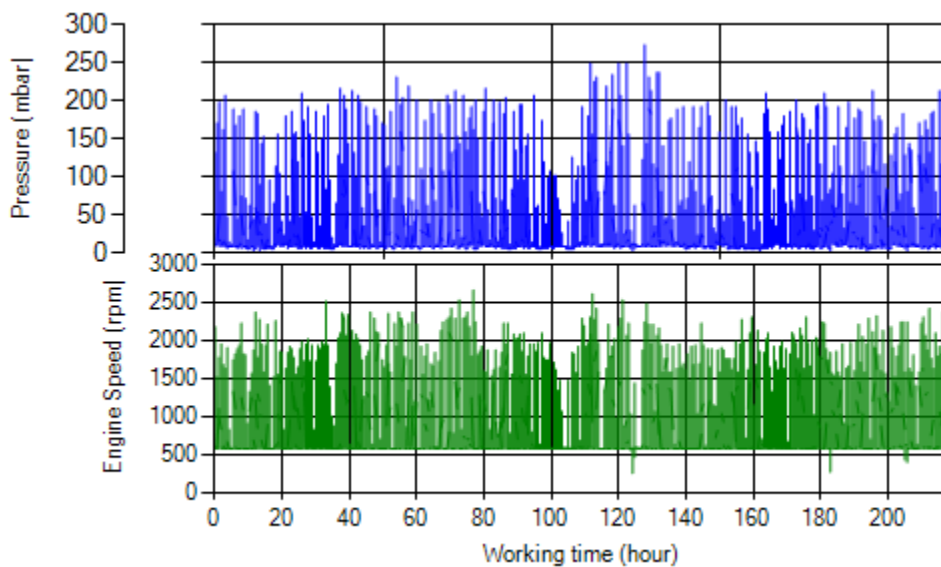


Figure 14- P, N distribution vs. working hours

Temperature-Engine Speed diagrams

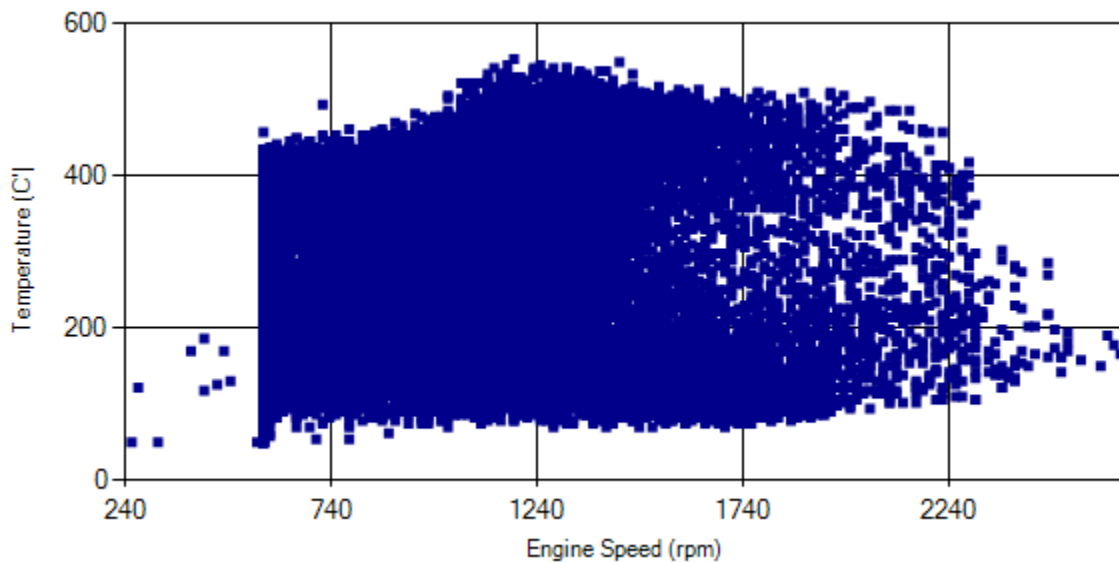


Figure 15- Temperature against engine speed

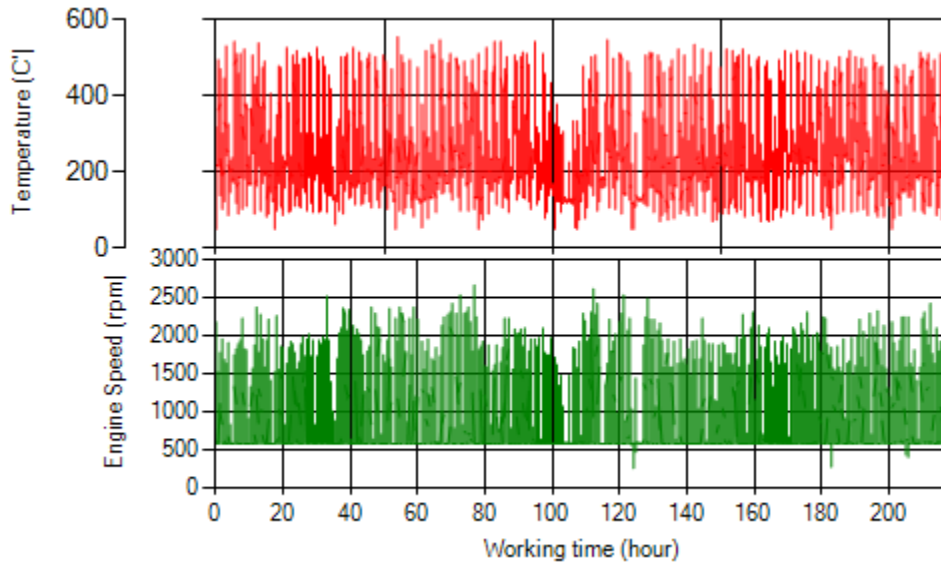


Figure 16- T, N distribution vs. working hours

Filter Operation Analysis

- As depicted in figure 1, 0. 2% of total working time pressure is above 200 mbar and 1.86% above 150mbar.
- Figure 2 displays flow temperature distribution for DPF's upstream. It can be obviously observed that 12% of total working-time temperature is above 400 °C and 20% above 350°C.

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