

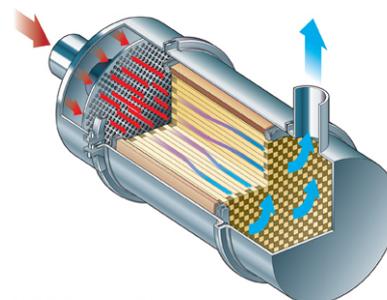


Johnson Matthey Catalysts

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DPFiS Diesel-Particle Filter

Regeneration type:	Passive, with fuel additives
Regeneration time:	Continuous
Required exhaust temperature:	> 380°C for at least 50% of operating time
Max. sulphur content of diesel fuel:	< 1000 ppm
External Structural material:	Stainless steel



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Operation

Regeneration of the filter is performed by means of the additives mixed with the diesel fuel. These additives can be mixed with the diesel fuel in different ratios. The additives lower the ignition temperature of the soot to approximately 380°C, thereby allowing for continuous regeneration of the filter system even at the relatively low exhaust temperatures of diesel engines.

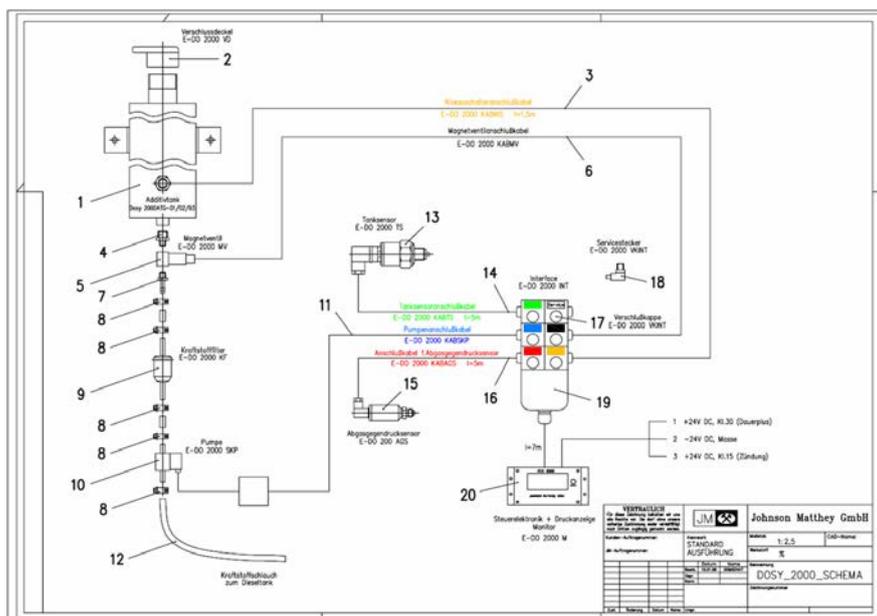
Virtually uninterrupted operation requires an exhaust temperature of >380°C for at least 50% of the operating time. The unit should only be used in engines without technical defects and that comply with EU Stage/Tier specifications.

Function monitoring is carried out by the PIO-CAN filter monitor supplied with the unit.

Additives are added directly to the fuel tank either manually or by means of an automated dispensing device (PIO-CAN-DOSY). Depending on the additives used, the mix ratio is approximately 1 litre of additive to 3000 litres of diesel fuel.

The self-cleaning function is constantly monitored by the PIO-CAN filter monitor.

Optional: PIO-CAN-DOSY fully automated dispensing device.



Filter Certification and Testing

Johnson Matthey DPF-(C)CRT[®], DPFiS and DPFi systems have passed Swiss VERT performance tests with outstanding results and are BAFU certified.

BAFU Test Number B112, VERT no: B090/04-03/12

Outstanding levels of particle removal were achieved at all operating stages. Particle count: 99.8%. Levels of hydrocarbons (HC) and carbon monoxide (CO) were also reduced by more than 90% by the catalytic converter.

Please contact us for further information

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