

## Product Information Diesel-Particulate Filter DPF-CCRT®

Regeneration method:	catalytic, Passive
Regeneration interval	continuous without additional energy input
Exhaust gas temperature required:	220°C at least 50% of the operation time Max. Sulphur
contents of Diesel fuel:	< 50 ppm
External structure material:	Stainless steel

### Please note when selecting a particle filter system:

We suggest the use of DPF-CCRT systems for all engines with emission stage Tier III / EU 3a. For design of the filter system it is necessary to consider further to the exhaust gas volume (NO<sub>x</sub> and PM) the amount of exhaust (kg/h or m<sup>3</sup>/h), the exhaust gas temperature as well as the maximum allowable exhaust back pressure of the engine.

Filter type	Weight (kg) * approx.	For engine performance at TIER 2/ EU	For TIER3/EU3a engines: max. exhaust gas flow @ 400°C for 70-100 mbar BP **
DPF-CRT® 15SL	10.5	- 15 kW	110 m <sup>3</sup> /h
DPF-CRT® 30SL	12.5	- 30 kW	220 m <sup>3</sup> /h
DPF-CRT® 60 OV	-/-	- 45 kW	350 m <sup>3</sup> /h
DPF-CRT® 80 XS	17	- 70 kW	400 m <sup>3</sup> /h
DPF-CRT® 80SL	19	- 70 kW	550 m <sup>3</sup> /h
DPF-CRT® 80XL	23	- 80 kW	750 m <sup>3</sup> /h
DPF-CRT® 100SL	25	- 90 kW	850 m <sup>3</sup> /h
DPF-CRT® 100.9SL	25	- 95 kW	900 m <sup>3</sup> /h
DPF-CRT® 120SL	29	- 100 kW	1.200 m <sup>3</sup> /h
DPF-CRT® 120.9SL	29.5	- 105 kW	1.250 m <sup>3</sup> /h
DPF-CRT® 130SL	31	- 120 kW	1.350 m <sup>3</sup> /h
DPF-CRT® 2010SL	38	- 150 kW	1.700 m <sup>3</sup> /h
DPF-CRT® 2011SL	39	- 200 kW	1.900 m <sup>3</sup> /h
DPF-CRT® 2011.11SL	39.7	- 200 kW	1.950 m <sup>3</sup> /h
DPF-CRT® 2012SL	48	- 220 kW	2.100 m <sup>3</sup> /h
DPF-CRT® 2012.12SL	48.5	- 220 kW	2.150 m <sup>3</sup> /h
DPF-CRT® 2013SL	49.5	- 250 kW	2.600 m <sup>3</sup> /h
DPF-CRT® 202.11-NT	120	- 350 kW	3.800 m <sup>3</sup> /h
DPF-CRT® 202.12-NT	150	- 420 kW	4.300 m <sup>3</sup> /h
DPF-CRT® 203.11-NT	180	- 480 kW	7.700 m <sup>3</sup> /h
DPF-CRT® 204	250	> 450 – 650	5.900 m <sup>3</sup> /h
DPF-CRT® 206	550	> 650 – 800	11.500 m <sup>3</sup> /h
DPF-CRT® DUAL	-/-		

\* The exact weight may vary according to specification

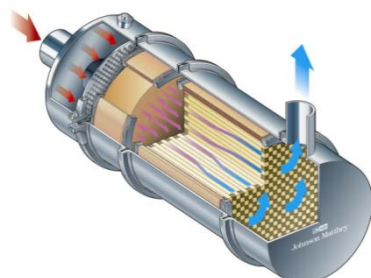
\*\* The values are valid for fault free engines complying with EU/TIER emission standards



### Functionality:

The regeneration of the filter is effected by a proprietary Johnson Matthey oxidation catalyst. Soot is burnt continuously in the filter unit without input of additional energy.

The catalyst turns some of the nitric oxide (NO) in the exhaust gasses into nitrogen dioxide (NO<sub>2</sub>), which acts as an oxygen carrier. The NO<sub>2</sub> reacts with the soot collected in the filter producing carbon dioxide (CO<sub>2</sub>) and NO.



The pre-conditions for almost maintenance-free operation is with the use of diesel fuel containing max 50 ppm sulphur. The exhaust gas temperature should minimum be 220°C at least 50% of the operation time. The filter should be used only with correct functioning engines complying with min. EU2 /TIER 2 standards or better. A PIO-CAN filter monitor is supplied.

### Advantage of the DPF-CCRT®

- Robust for a long working life
- Easy maintenance due to modular design with fast connectors
- Electronic filter monitor
- Flexible mountings vertical or horizontal
- Product range from > 1kW up to > 1000 kW engine power
- Operates at very low exhaust gas temperatures

### Registration and Testing

Johnson Matthey DPF-Systems have been tested and certified by the Swiss BAFU/VERT performance tests with outstanding results.

**BAFU-Certification no.: B112, VERT No: B090/04.01-03/12**

This approval is recognised by the following authorities: SUVA, TBG, AUVA, UBA, MSHA, DEEP CARB and GLA-London.

Excellent performance at all engine points.

Particulate mass: >92% reduction

Particulate number: >99.8% reduction

**Please contact us for further information**

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