

DPF Regeneration Process

All DAF Euro 6 engines are equipped with a Diesel Particulate Filter (DPF)

The DPF is a closed filter which is designed to collect the soot produced by the engine. To keep the filter clean the collected soot must be burnt. This process, called "Regeneration", occurs when there is sufficient temperature in the DPF to burn the collected soot.

There are three types of regeneration:

1. Passive Regeneration

- The collected soot in the DPF is burnt by the heat generated by the engine during driving. This process occurs without driver intervention.


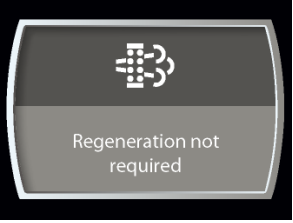
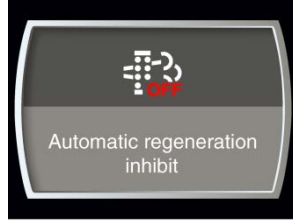
2. Active Mobile Regeneration

- Based on the collected amount of soot or after a number of operating hours the engine will automatically switch to Active Mobile Regeneration mode. This process requires more heat (higher temperature) in the DPF than can be achieved during normal driving. Fuel is injected into the exhaust gas stream which raises the temperature in the DPF. This process cleans the filter more thoroughly and efficiently than passive regeneration. This process occurs without driver intervention.

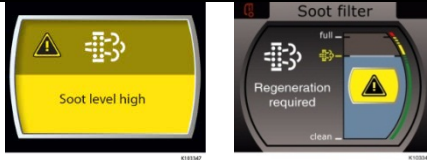


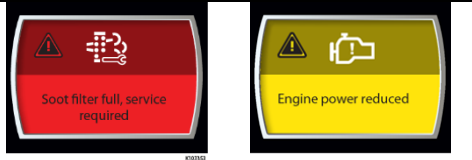
3. Active Stationary Regeneration

- Under certain operating conditions the temperature in the DPF or the length of time the automatic regeneration processes are active may not be sufficient to burn the collected soot. This will result in an unacceptable level of collected soot in the DPF, which will trigger a DIP warning. In this situation when the collected soot reaches a certain level the driver will be requested, by a message on the DIP, to carry out an Active Stationary Regeneration.


This process is performed by using the DPF switch mounted on the dashboard.

		 <p>Regeneration can be stopped: When entering hazardous sites or buildings.</p>
<p>The DPF regeneration switch is used to start/stop an active stationary regeneration or to stop a mobile active regeneration.</p>	<p>This message will appear when the switch is pressed and an active stationary regeneration is not required.</p>	<p>When the switch is in the off position, this message appears at each key cycle. Active regeneration is switched off. Passive regeneration remains operational.</p>

Soot level DIP messages. The driver will receive a DIP message/pop-up based on the amount of collected soot. Active Stationary Regeneration should be started as soon as possible.

		 <p>MX Engine power reduce. 50%PX Gradual engine power reduction to 60%</p>	 <p>MX Engine power Reduc. 50%PX Engine power reduction 60% + 1500 max rpm</p>
<p>Level 1 = 5.5 g/l MX and 6 g/l PX engines Active Stationary Regeneration possible</p>	<p>Level 2 = 6 g/l MX and 6.5 g/l PX engines Active Stationary Regeneration possible</p>	<p>Level 3 = 6.5 g/l MX and 7 g/l PX engines Active Stationary Regeneration possible</p>	<p>Level 4 = 6.7 g/l MX and 9 g/l PX engines Active Stationary Regeneration not possible by the driver. Dealer visit required.</p>

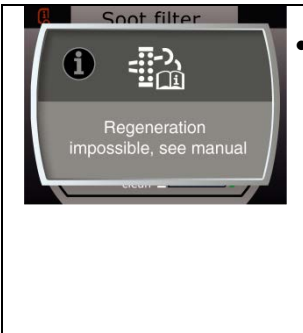
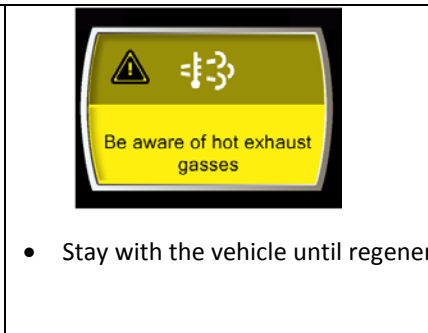
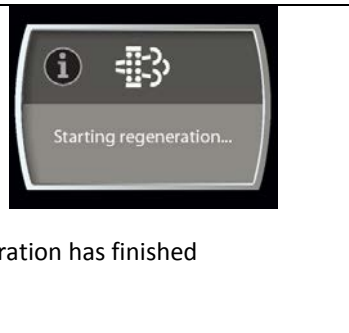
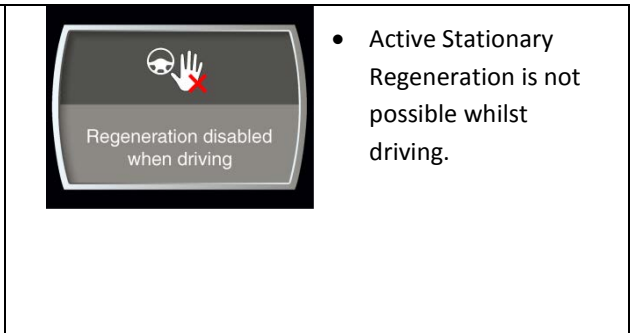
Requirements before activating Active Stationary Regeneration


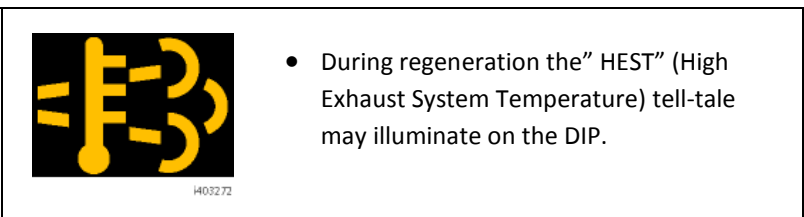
	<ul style="list-style-type: none"> • Park the vehicle in the open air at least 2 meters clear of passing pedestrians, buildings or combustible materials. • Engine at idle • Coolant temperature at least 60°C • Park brake applied • Foot brake not applied • PTO and Engine Speed Control not active
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To start Active Stationary Regeneration


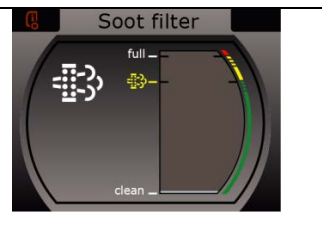
1. Press the DPF switch on the dashboard. The “Safety instructions” message will appear on the DIP. Press the DPF switch on the dashboard a second time.
2. If the above conditions are correct regeneration of the DPF will start. **NB.** The engine speed will increase and be maintained above idle speed for the duration of the process.

During Active Stationary Regeneration

	<ul style="list-style-type: none"> • If the conditions to start regeneration are not correct a message appears in the DIP. 			 <ul style="list-style-type: none"> • Active Stationary Regeneration is not possible whilst driving.
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	<ul style="list-style-type: none"> • When regeneration starts the soot level can be monitored on the DIP, the display also shows the time remaining to complete the regeneration. 	 <ul style="list-style-type: none"> • During regeneration the “ HEST” (High Exhaust System Temperature) tell-tale may illuminate on the DIP.
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Regeneration finished

		<ul style="list-style-type: none"> • When regeneration has finished a message appears on the DIP. • The soot filter soot level indicator will indicate a “clean” filter.
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