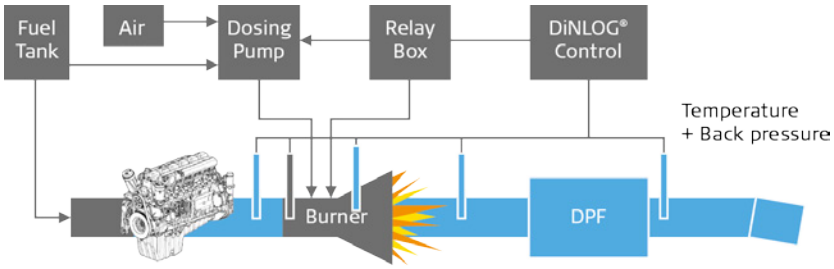
# Active Regeneration

## A Filter Solution with no Requirements for Driving Cycle


Vehicles operating in inner city environments, small non-road engines and most stationary applications will not manage to achieve high exhaust temperatures, so they will need help to regenerate the filter.
A „normal" passive particulate filter system fails because of low exhaust temperature due to short active periods, high frequency of idle/low load etc.
The Dinex DiSiC$_{ACTIVE}$® system is based on a diesel burner system, which shall be started manually during idling and will actively heat up the exhaust gas. After a few minutes the regeneration of the particulate filter is started.




## The Technology

The system's main-component is the burner, which when activated heats up the exhaust gas and the filter, until regeneration is initiated. Initiation of the burner happens when signals from backpressure and temperature sensors, are showing signs that the filter is blocking up due to low exhaust gas temperature. The DiNLOG® registers all sensor readings, and uses them to control the flow of diesel from the fuel tank, into the burner. The Active Regeneration is startet by the driver during idling, when the signals are shown and is automatically shutting down when it is no longer needed.



Quality products from Dinex – Europe's leading supplier of complete exhausts systems and emission technologies for commercial vehicles.

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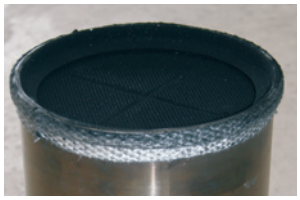
## What is New?

In contrary to current solutions available on the market today, the Dinex diesel burner is not limited by temperature requirements. Theoretically, the technology used in this solution could raise exhaust gas temperature from 0°C, to the point where regeneration is initiated. This makes the Dinex system the first on the market that can guarantee regeneration disregarding driving cycle - the original purpos of Active Regeneration.

## Why Active Regeneration

Dinex introduces an universal solution for Active Regeneration, based on a diesel burner system. Without any intergration with the vehicle, the system monitors the back pressure before the filter. If the back pressure rises, it is a sign that the driving cycle is no longer providing the right conditions for passive regeneration and an Active Regeneration is required.

Inlet of a brand new Filter (DPF).



The same DPF, after hours of stop-&-go driving and idling - Massive amount of unburned collected soot.

After Active Regeneration all the soot is burned off.

## Universal Active Regeneration Solutions

| DiSiC$_{ACTIVE}$® part no. | Filter size [inch] | Module size [inch/mm] | Engine power [kW] |
|---|---|---|---|
| 42470-AR | 7,5 x 12 | 9 / 249 | 65 - 100 |
| 42471-AR | 9 x 12 | 10,5 / 284 | 110 - 150 |
| 42472-AR | 10,5 x 12 | 10,5 / 284 | 135 - 200 |
| 42473-AR | 11,25 x 12 | 12 / 320 | 185 - 225 |
| 42474-AR | 12 x 13 | 12 / 320 | 250 - 275 |
| 42475-AR | 12 x 15 | 12 / 320 | 275 - 310 |

## Spareparts for Active Regenereation

| Part no. | Description |
|---|---|
| 42500 | AR Field Kit |
| 41598 | 90$^0$ Pipe |
| 41599 | 180$^0$ Pipe (U-Pipe) |
| 99687 | Clamps for Tailpipe |
| 78842 | Gasket for Tailpipe |

AR Field Kit

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