

FACT SHEET

REGENERATION CONTROL FOR DPF

DRC-AMII Initiation: automatic or manual, inhibition: manual

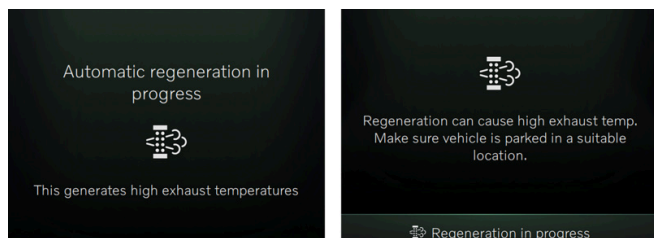
Regeneration control for DPF — initiation: automatic or manual, inhibition: manual

When the engine is running, soot is collected in the diesel particulate filter (DPF). If the amount of soot in the filter gets high, the exhaust back pressure increases, which leads to a slightly higher fuel consumption and a risk of unnecessary wear on the engine. To avoid this, the soot particles are automatically removed by heating the filter such that the soot burns away. This combustion process is called active regeneration.

Typically, the regeneration starts automatically while driving. However, regeneration creates very high exhaust temperatures and it may be inappropriate in certain driving environments, such as environments associated with a potential fire risk.

With DRC-AMII, the driver can control the regeneration with a switch in the instrument panel. For example, the driver can inhibit regeneration or interrupt an ongoing regeneration if the environment is inappropriate. Similarly, if regeneration has not been performed automatically for some reason, the driver can start it manually.

Information about the regeneration process is shown in the instrument display.



Example of information in the instrument display.

**SAFETY**

- Being able to control regeneration and to allow it only in suitable environments increase the safety.

Controlling regeneration

The regeneration is controlled by a switch conveniently located in the instrument panel.



The switch for controlling regeneration. Upper part: inhibit automatic regeneration. Lower part: start or stop manual regeneration.

Inhibit of automatic regeneration is possible only at low speed (less than 40 km/h) and when automatic regeneration is inhibited, the speed of the truck is limited to a maximum of 40 km/h.

When the soot level in the filter is high, regeneration can be started manually. For regeneration to start, the truck must be stationary, with the parking brake applied and the gearbox in neutral, and the engine must be at operating temperature.