

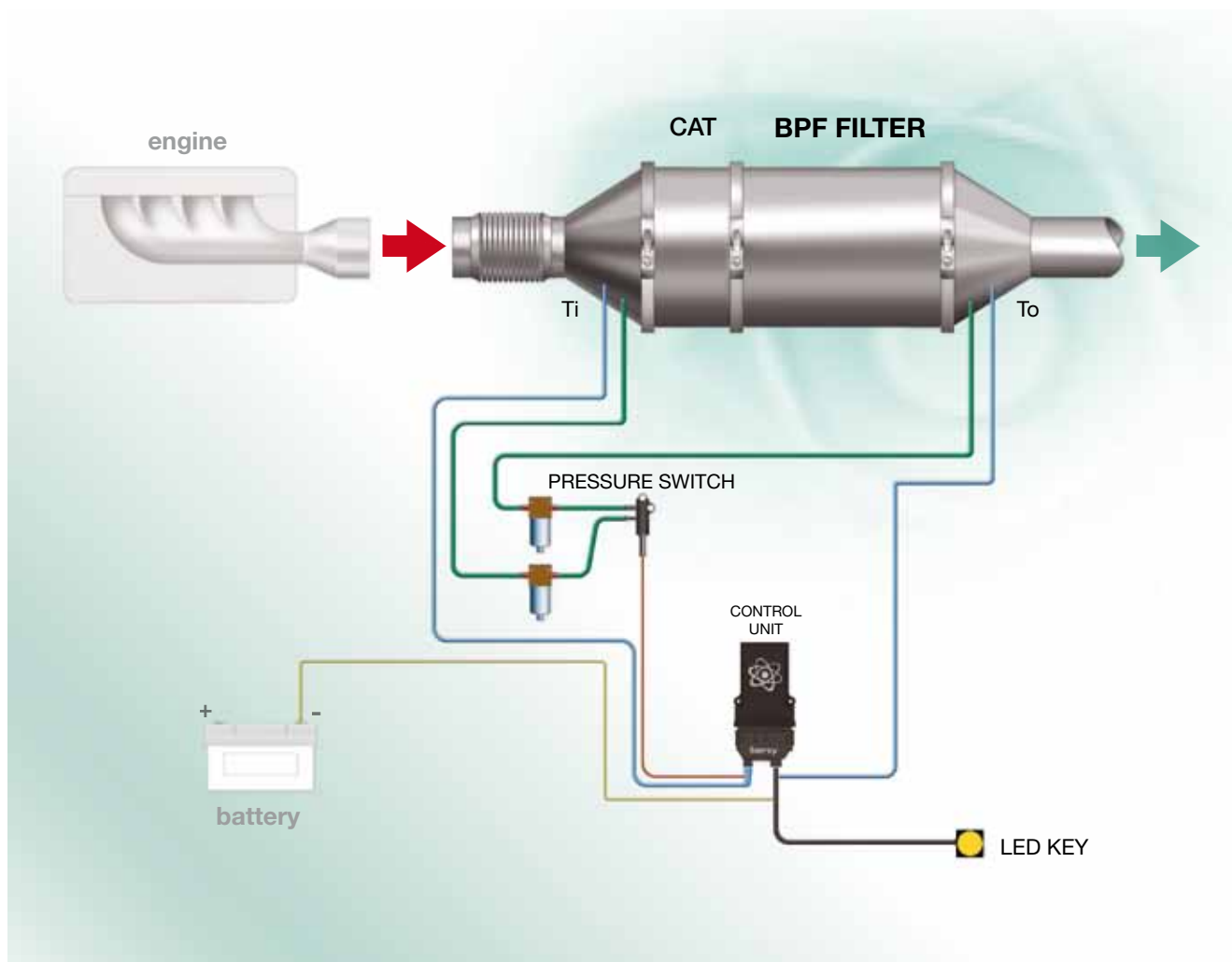
# BPF R 392

## CATALYSED FILTER AND PRE-CAT

The BPF R392 system is constructed using silicon carbide (SiC) filters which are coated with noble metals to produce catalytic oxidation within the filter, as well as a metal oxidation catalyst in front of the SiC filter, thus reducing unburned hydrocarbon (HC) as well as carbon monoxide (CO). This combination allows the nitrogen dioxide (NO<sub>2</sub>) level to be raised which, unlike oxygen (O<sub>2</sub>), allows combustion of the particulate at compatible temperatures with those of the exhaust gases.

### Installation

Installation consists of positioning the BPF system in the existing exhaust line as close to the engine as possible or where suitable space is available. The use of insulation on the engine outlet and filter system inlet piping is recommended to assist with the regeneration temperature. The electronic control unit (IP 67) for monitoring pressure and temperature parameters can be installed where it is easily accessible for the data downloading/setting operations. The system is supplied complete with all ancillaries and wiring that must be installed according to the diagram in the use and maintenance manual provided.



## Maintenance

The silicon carbide particulate filter does not require frequent maintenance. Cleaning is required and consists of cooking the filter and pulsing air through it to remove ash. This cleaning is normally carried out every 1200 operating hours, or whenever the electronic control unit indicates cleaning is required. The oxidation catalyst must be cleaned every 1000 hours of use by washing in warm water and a neutral detergent.

## Engine Suitability

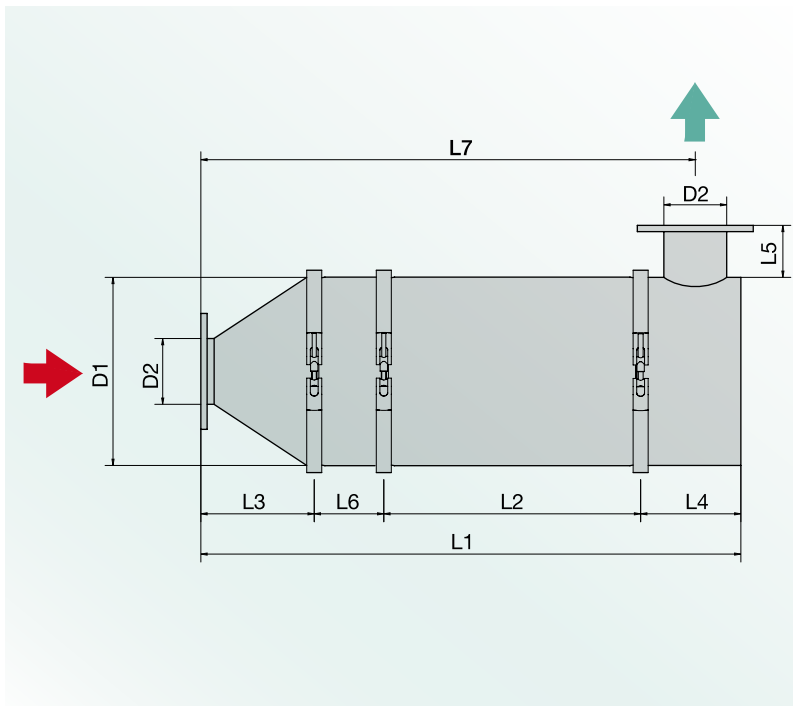
The system can be applied to all diesel engines, without limitations in terms of engine age. **The operation of the BPF R392 filter is only guaranteed with the use of diesel that meets the EN590 legislation.**

## Application

The application of the BPF R392 filter is recommended on continuously operating engines and with low exhaust gas temperatures, e.g. prime power generators, locomotives, industrial engines used with hydraulic systems, earth moving machinery, marine engines, etc.

## Filter Life

The BPF R392 filter is not subject to particular wear or operating hour limits, therefore its life can be considered theoretically unlimited. However, impurities contained in the engine oil or the diesel could limit its operation over time. It is therefore recommended to replace the filtering cartridge approximately every 10,000 hours of operation.



MODEL	POWER	L1	L2	L3	L4	L5	L6	L7	D1	D2	Kg
R392 K20	5-20 kW	580	245	95	100	50	140	530	160	40	27
R392 K40	20-40 kW	620	245	115	120	50	140	560	200	60	32
R392 K65	40-65 kW	695	320	115	120	50	140	635	200	60	35
R392 K90	65-90 kW	704	294	130	140	70	140	634	240	80	44
R392 K120	90-120 kW	739	294	145	160	70	140	659	270	102	49
R392 K150	120-150 kW	790	345	145	160	70	140	710	270	102	52
R392 K200	150-200 kW	825	345	165	175	80	140	737	302	114	60
R392 K250	200-250 kW	875	395	165	175	80	140	787	302	114	64
R392 K280	250-280 kW	875	370	175	190	80	140	780	320	129	67
R392 K330	280-330 kW	926	421	175	190	80	140	831	320	129	72
R392 K400	330-400 kW	900	345	215	200	80	140	800	400	139	87
R392 K500	400-500 kW	976	421	215	200	80	140	876	400	139	96

All dimensions in mm

The filter is supplied as standard with: counter flanges - seals - nuts and bolts - support bands. The above configuration indicates one of the possible variations available.

The dimensions and characteristics may be subject to change without prior notice.

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