

Precise, flexible, universal – this is the intelligent SintAC DPF system

All components are perfectly matched and work smoothly together

The SintAC diesel particulate filter regenerates fully automatically without any machine downtime. Pressure and temperature sensors and an air flow meter permanently monitor the load

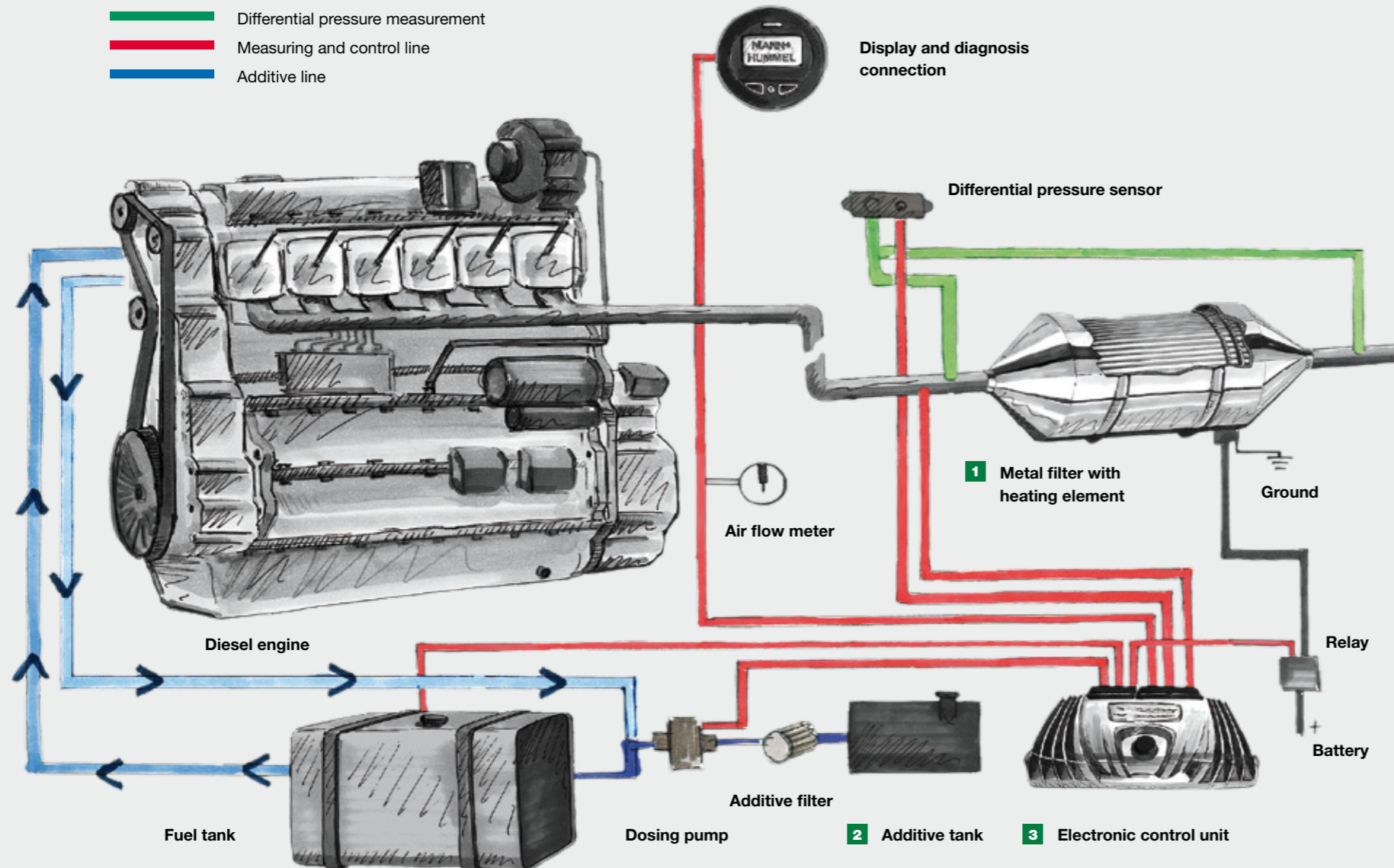
status of the filter. The electronics checks the emission behaviour of the engine, elaborates the ideal regeneration strategy by itself and precisely selects the corresponding additive dosing.

A heating element uses electrical energy to ignite contact free the soot during operation which then oxidizes completely over the whole filter. The power required for this is so low that it can be

supplied by the vehicle's electrical system. The soot oxidation has no negative effect on the emission behaviour or performance of the machine.

A special diesel additive from a separate tank is exactly dosed to the fuel tank. During the combustion process in the engine the additive binds to the soot and reduces the ignition temperature from approximately

600 to 400 °C. This reduction is necessary so that the soot particles can be electrically ignited.



1 The SintAC diesel particulate filter is equipped with a robust stainless steel housing and metal filter element and offers considerable advantages with regard to maintenance, durability and running costs in comparison to conventional ceramic filter elements.

2 The size of the additive tank is almost freely selectable. In its mode of action and composition, the additive used corresponds to fuel additives which have also been in use with cars for many years. There is no influence on the performance or lifetime of the engine.

3 The electronic control unit is self-learning and permanently monitors the emission behaviour of the engine and the actual regeneration success of the diesel particulate filter. It develops the respectively ideal strategy and selects the corresponding dosing of the additive.