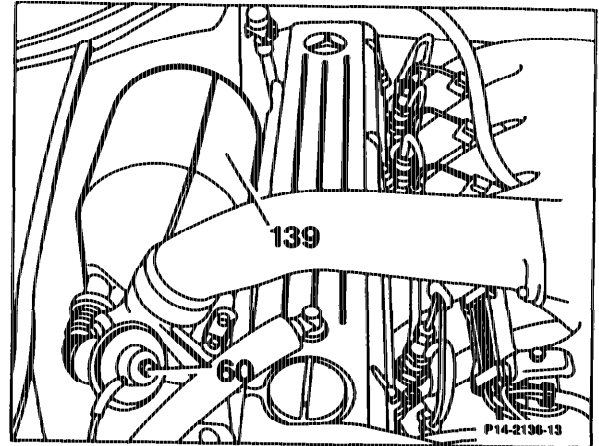
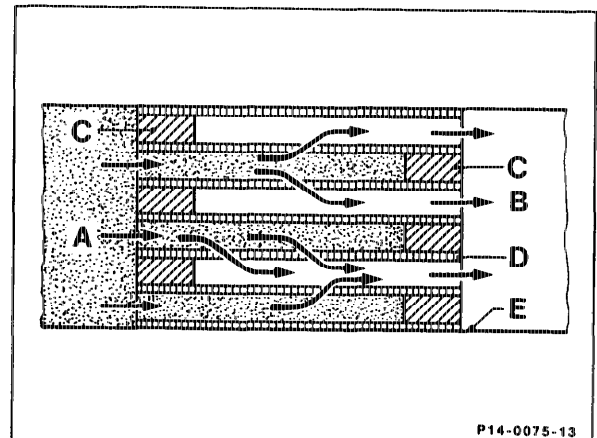


The trap oxidizer is installed between the exhaust manifold and exhaust gas turbocharger and is a self-regenerating filter. It is a ceramic monolith encased in sheet metal and coated with a silver alloy. This enables the oxidizing process to be performed even at low exhaust temperatures.

The passages of the filter are closed alternately, forcing the exhaust gases to flow through the porous cell walls. The solid particles trapped as a result are oxidized at various engine operating phases at a high exhaust temperature as a result of the residual oxygen which is always present in the diesel exhaust.



60 ARF valve
139 Trap oxidizer



A Exhaust with soot
B Cleaned exhaust
C Ceramic monolith
D Porous cell walls
E Metal casing

Regeneration is dependent on:

- Temperature
- Oxygen content
- Load condition of engine
- Flow velocity of exhaust gases
- Duration

This oxidizing process commences as from > 360 °C. If the exhaust temperatures are > 580 °C for prolonged periods, the trap oxidizer is completely regenerated.

The final product which is produced as a result of the oxidation of the soot in the filter is almost exclusively carbon dioxide (CO₂).