

01. PRODUCT INFORMATION AND SALES AIDS AREA

01.03 DID YOU KNOW...

Emissions control systems

Walker® diesel particulate filters (DPF)



EMISSIONS CONTROL

WALKER® DIESEL PARTICULATE FILTERS (DPF)



Walker® diesel particulate filters (DPF)

Did you know that...

- The ECE regulation no. 103 applies to all aftermarket emission control parts, including uncoated DPFs since 2012.
 1. Homologation for replacement catalytic converters is needed.
 2. Homologation for DPFs (uncoated or coated).
 3. Homologation for combined parts (uncoated or coated DPF with integrated catalyst in one box or with separate pre-catalyst)
- This makes mandatory the use of homologated diesel particulate filters in all aftermarket reparations independently of the diesel particulate filter technology used by the manufacturer.

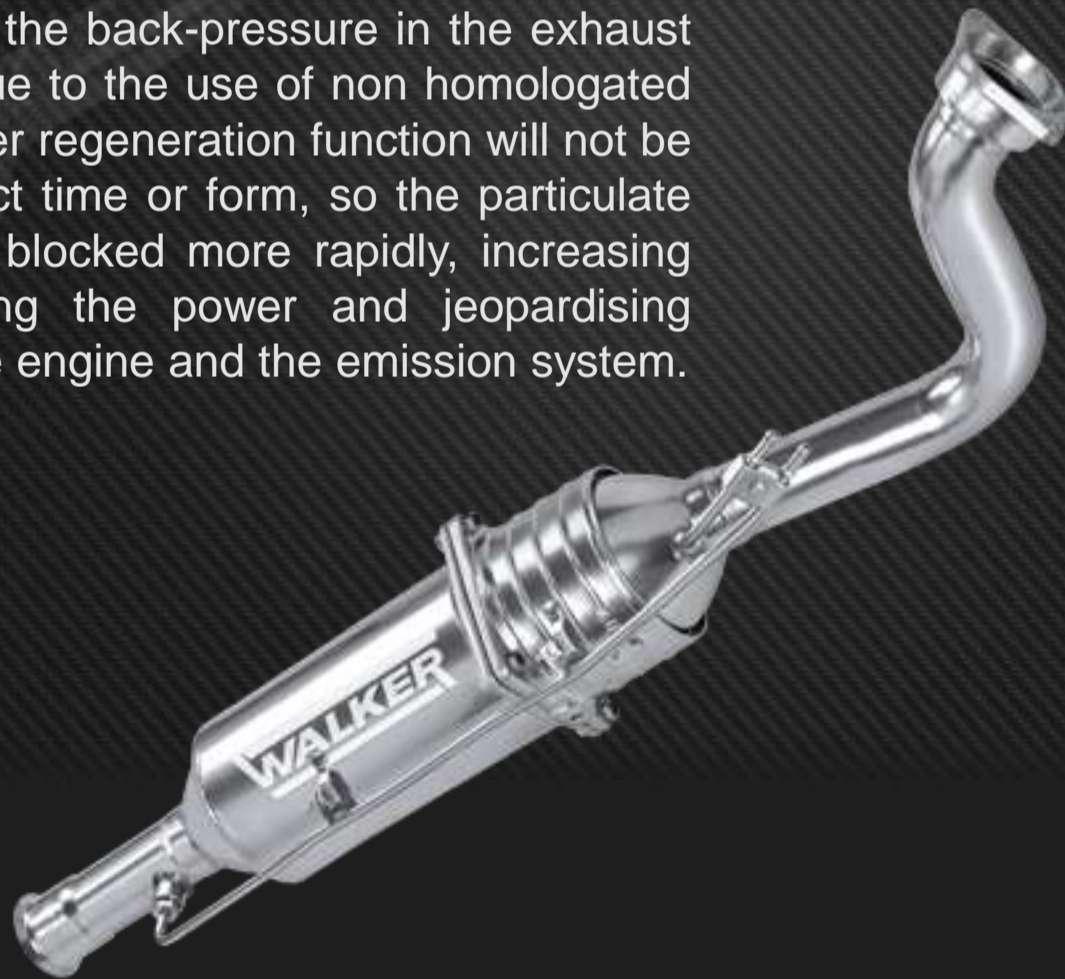


***WALKER®'s DPF are
all homologated !***

Walker® diesel particulate filters (DPF)

Did you know that...

- The use of homologated exhaust or catalytic converters fitted with diesel particle filters (DPF) is essential for the correct performance and the lifespan of this kind of system. Diesel particulate filters are very sensitive to back-pressure levels. If the back-pressure in the exhaust system is not correct due to the use of non homologated parts, the particulate filter regeneration function will not be carried out in the correct time or form, so the particulate filter will end up being blocked more rapidly, increasing consumption, decreasing the power and jeopardising other components of the engine and the emission system.

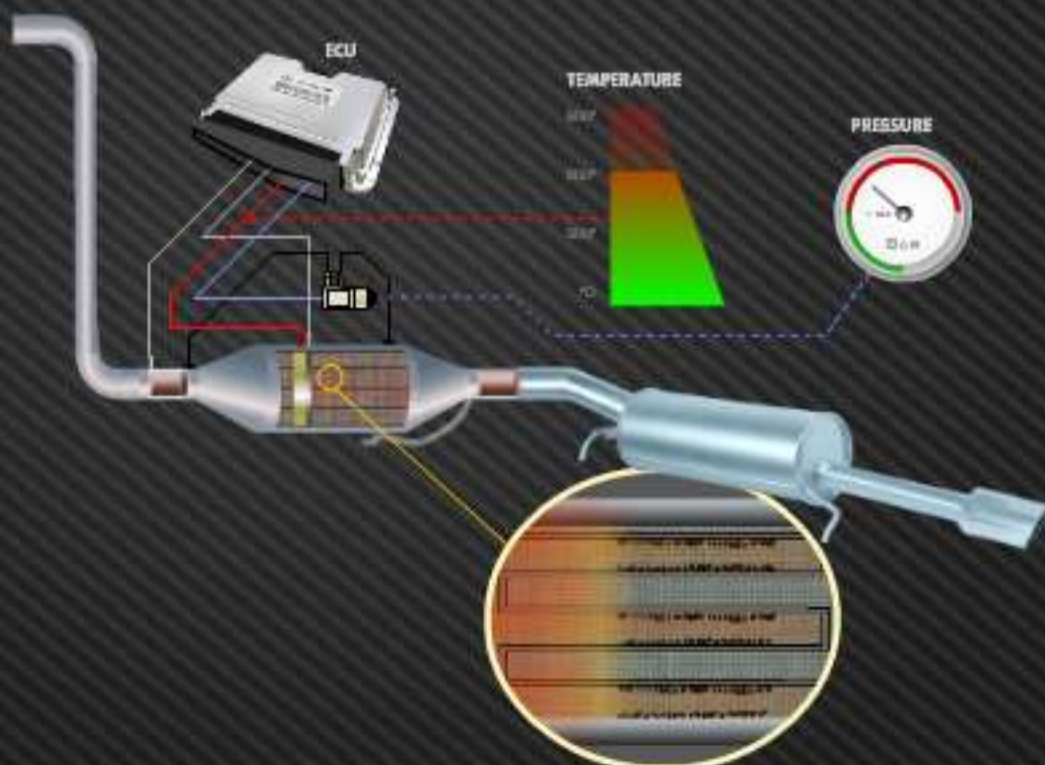


Walker® diesel particulate filters (DPF)

Did you know that...

- The more than 80% of the breast cancer that exist today is directly linked to the untreated diesel exhaust gases produced by the combustion engines (mainly cars, trucks, busses and industrial applications).
- Diesel particulate filters store the solid particles circulating in the exhaust gases in it, until the filter reach to a certain level. At this point, the electronic control unit of the vehicle, increases the temperature of the exhaust gases in a process called “Regeneration” in order to burn those particles, turning them into carbon dioxide gas (CO₂), leaving the filter empty once more and ready to start the cycle again. This process is able to transform more than 98,5% of the dangerous particulate matter produced by the engine before the exhaust gases are released to the atmosphere.

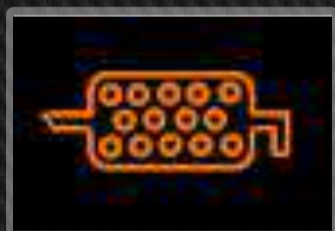
DPF-CRT OXICAT



Walker® diesel particulate filters (DPF)

Did you know that...

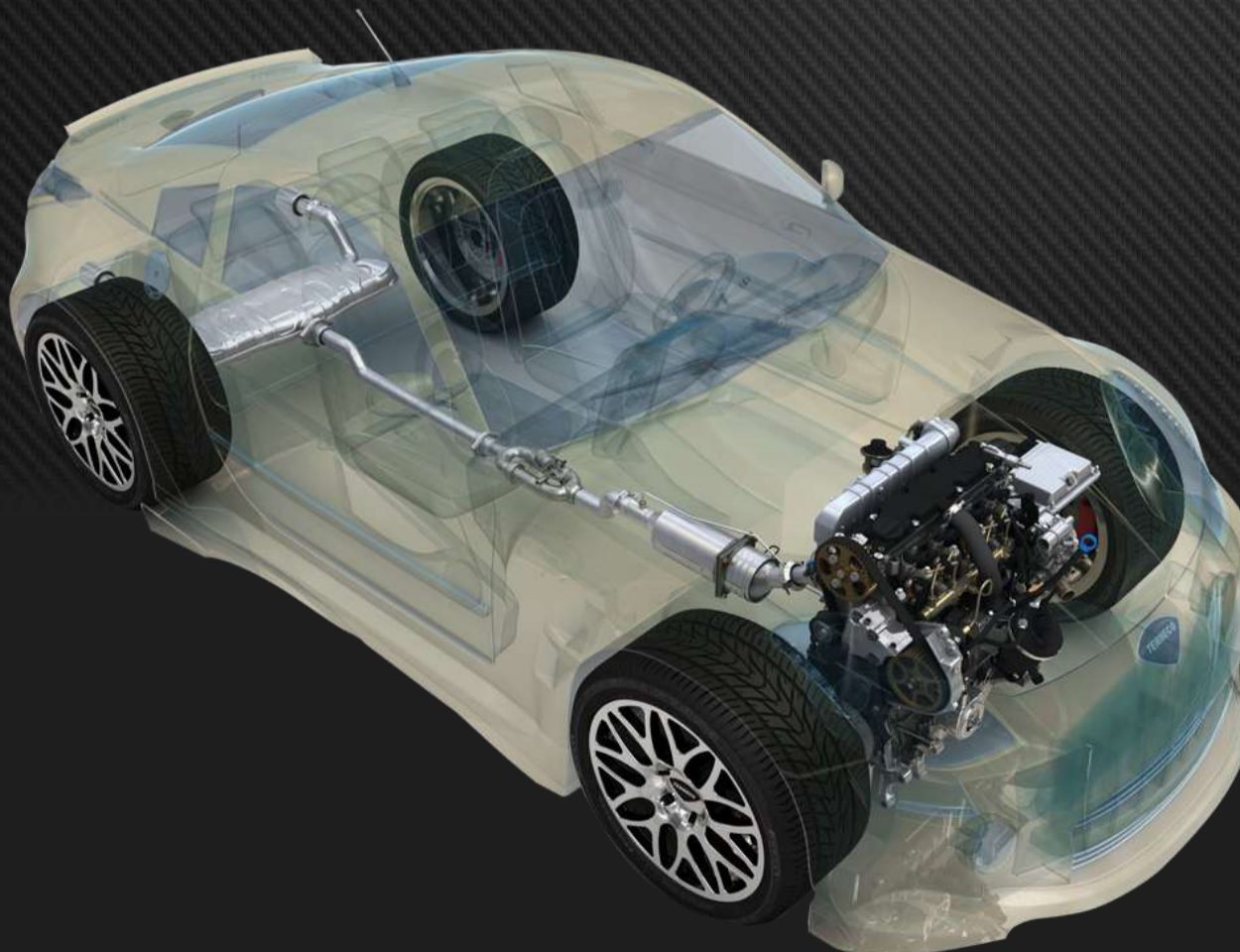
- When the vehicle is used mainly in cities with dense, slow traffic, the minimum temperature needed to activate the regeneration is not reached and the filter ends up clogged with particles as it is not capable of burning the particles that are getting stored inside. When the filter starts to become blocked and exceeds a certain filling level, it will show a sign of a partially blocked filter on the car console to warn the user that they must force the regeneration. To do that the user should drive the vehicle on a road at over 50 kph for more than 10 minutes within the next 100Km after the signal is shown. If these instructions are not followed a second signal (blocked filter accompanied by Malfunction indicator led MIL) will be shown on the board panel, in this case the vehicle must immediately be taken to the workshop for its regeneration to be forced there with the auto-diagnosis tool. In this case, if the regeneration is not urgently forced in the garage, the engine and the emission control system could suffer considerable, expensive damage (fusion of the catalytic converter, breakage of the particulate filter, engine overheating, exhaust valve fusion, etc.)



Walker® diesel particulate filters (DPF)

Did you know that...

- The use of diesel vehicles fitted with DPF systems for people who generally do short trips in cities in dense, slow traffic is not recommended due to the problems that these systems would have been achieving the minimum temperature for regenerating the filter from time to time. For such applications, unless the user uses to drive the car on normal roads or highways over 50 kph for periods of more than 10 minutes at least once a week, then the best option is a small petrol vehicle or a hybrid or electric vehicle, as these do not have particulate filters.



Walker® diesel particulate filters (DPF)

Did you know that...

- A modern exhaust system without DPF emits to the environment approximately 3 kg of soot per 80.000 km. The use of a DPF reduces this quantity to less than 100 grams for the same distance (more than 95% reduction).

