

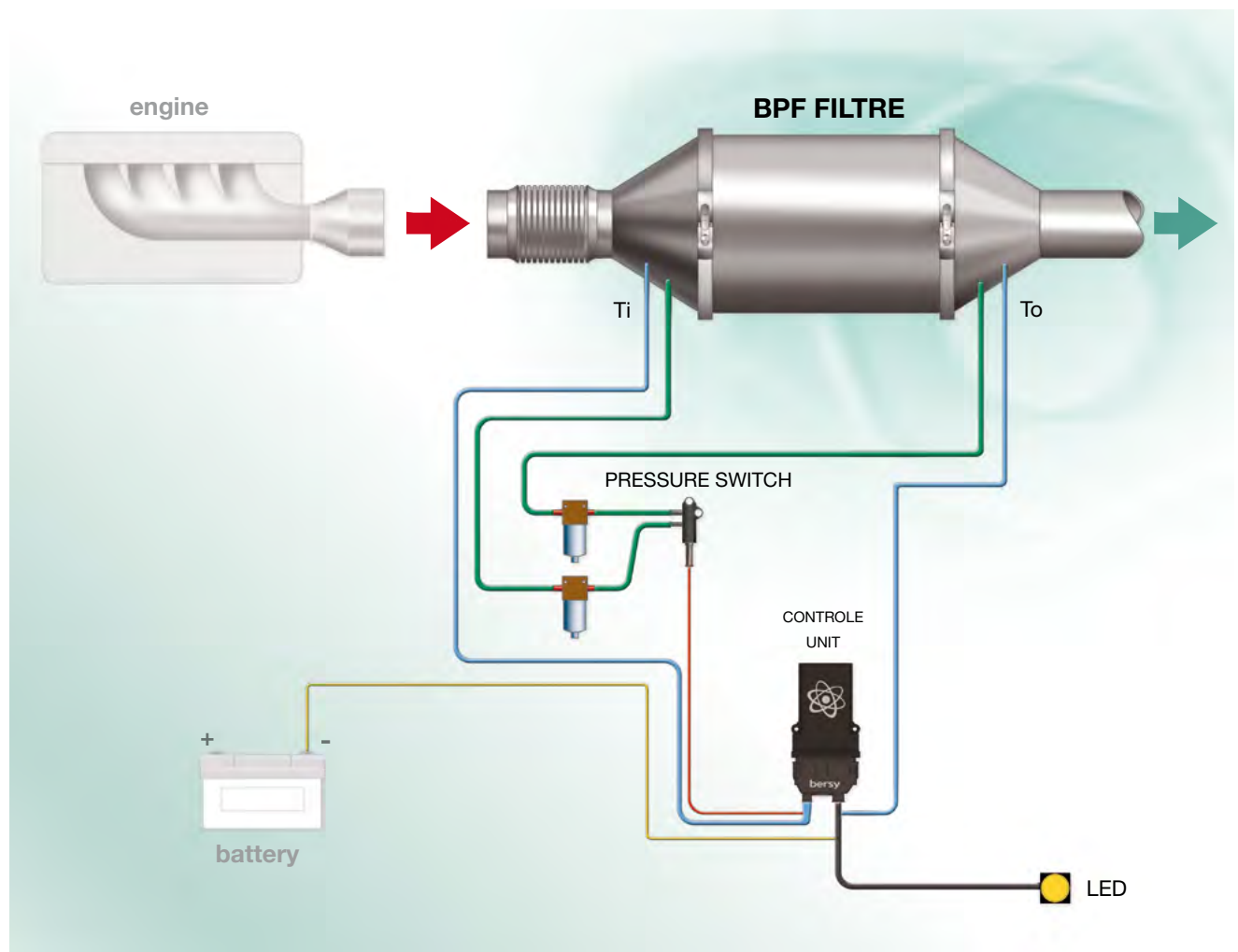


# COATED FILTER - **BPF R 360**

The BPF R360 system is constructed using silicon carbide (SiC) filters which are coated with noble metals to produce catalytic oxidation within the 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. The BPF filter for marine application is manufactured entirely in AISI 304 Stainless Steel and supplied together with a security by-pass valve and removable insulation.

## Installation

Installation consists in 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.





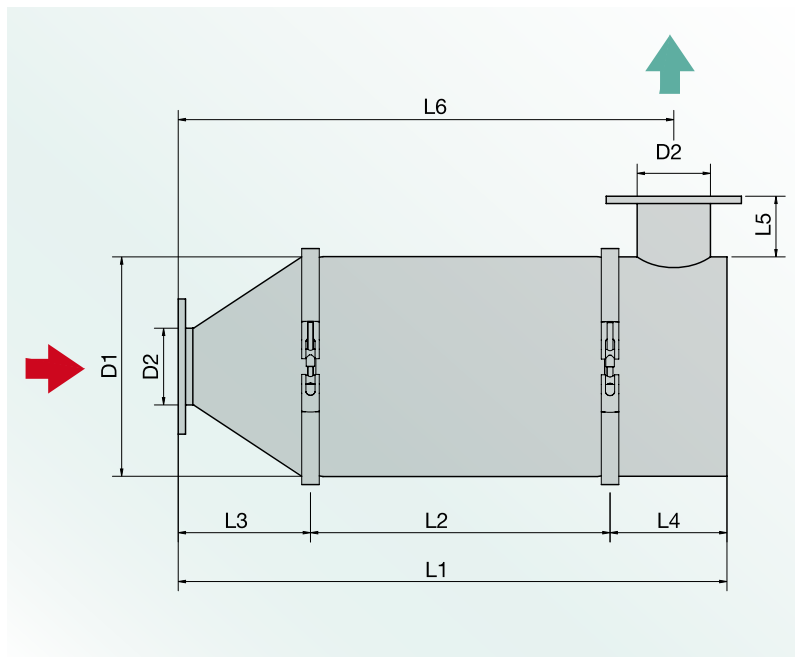
## Maintenance

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.

## Engine Suitability

The system can be fitted to all diesel engines, without limitations in terms of engine age.

**The operation of the BPF R360 filter is only guaranteed with the use of diesel that meets the EN590 legislation.**



## Application field

The application of the BPF R360 filter is recommended on on-board generators and prime power engines.

## Filter Life

The BPF R360 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	D1	D2	Kg
R360 K20	5-20 kW	440	245	95	100	50	390	160	40	23
R360 K40	20-40 kW	480	245	115	120	50	420	200	60	24
R360 K65	40-65 kW	555	320	115	120	50	495	200	60	26
R360 K90	65-90 kW	564	294	130	140	70	494	240	80	32
R360 K120	90-120 kW	599	294	145	160	70	519	270	102	36
R360 K150	120-150 kW	650	345	145	160	70	570	270	102	37
R360 K200	150-200 kW	685	345	165	175	80	597	302	114	47
R360 K250	200-250 kW	735	395	165	175	80	647	302	114	50
R360 K280	250-280 kW	735	370	175	190	80	640	320	129	53
R360 K330	280-330 kW	786	421	175	190	80	691	320	129	57
R360 K400	330-400 kW	760	345	215	200	80	660	400	139	69
R360 K500	400-500 kW	836	421	215	200	80	736	400	139	79

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.

*N.B. The information and dimensions shown are correct at time of press. Due to technological advancements are subject to change without notice.*

## BPF R 360