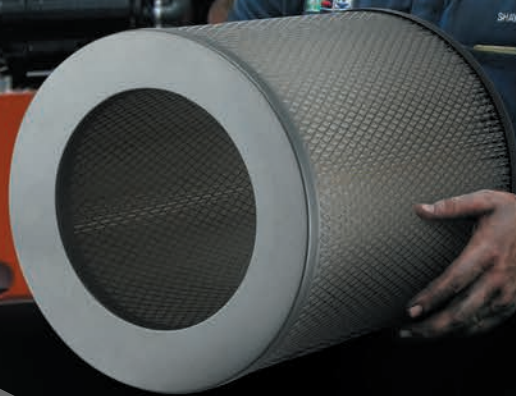


**LOWER YOUR
OPERATING COSTS
WITHOUT
COMPROMISING
HEALTH**



**DA300 (STANDARD LIFE / HIGH EFFICIENCY)
DA300-LL (LONG LIFE / HIGH EFFICIENCY)**

**DIESEL EXHAUST FILTERS FOR
VLI JUG-A-O VEHICLES**

- Microfresh® Diesel Exhaust filters offer the highest level of nanoparticle protection available

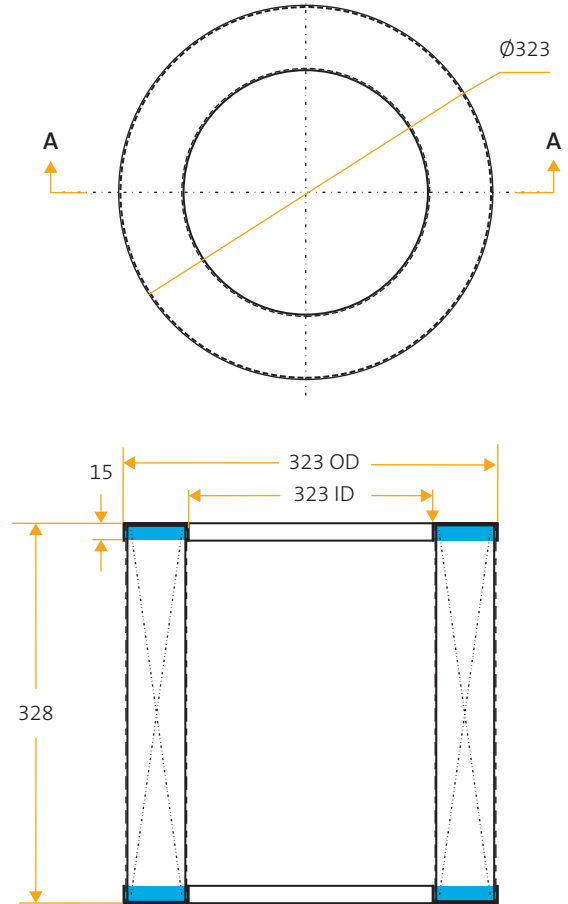


**FREUDENBERG
FILTRATION TECHNOLOGIES**

 **FREUDENBERG**
INNOVATING TOGETHER

PRODUCT APPROVALS

MDR 155331 DES-0



Alternate filter for:

1 0104-50026 (set no. 0104-600026) in MDR 114991 DES

TESTSAFE AUSTRALIA REPORT NO: 35280A

Date of Issue: 19/06/2015

Excerpt from Table 11: – Juggernaut NRSC Specific EC Emissions determined by AVT-530

	UNITS	NO FILTER	DA300	DA300LL	COMPETITION FILTER 1
DPS Mine Ventilation Calculations (EC)	m ³ /s	23.2	0.8	2.4	10.7

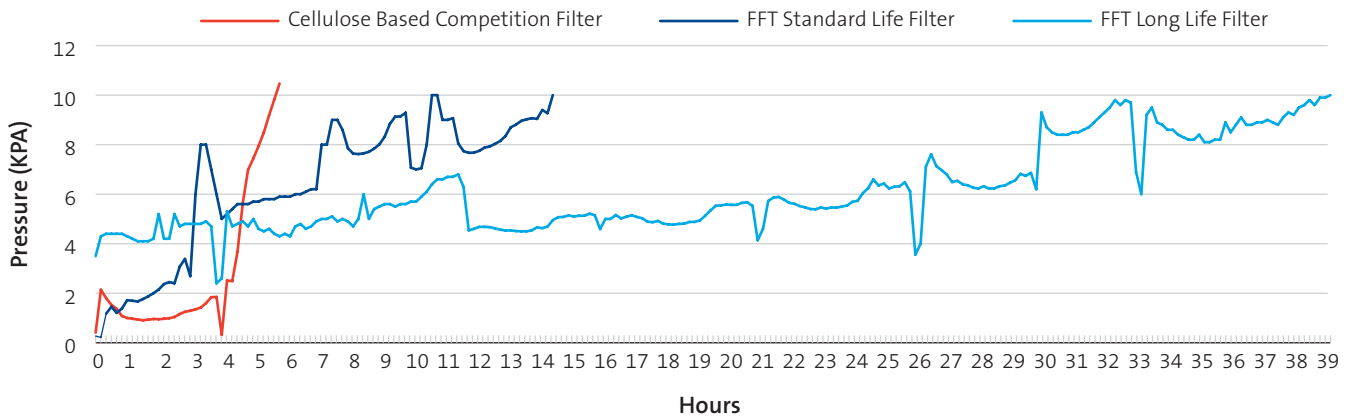
Note: The diesel particulate signature is calculated for both DP and EC, using specific emissions as specified in MDG 29:2008 using a concentration of 0.1mg/m³ for EC and 0.2mg/m³ for DPM

CRITICAL OPERATING TEMPERATURES

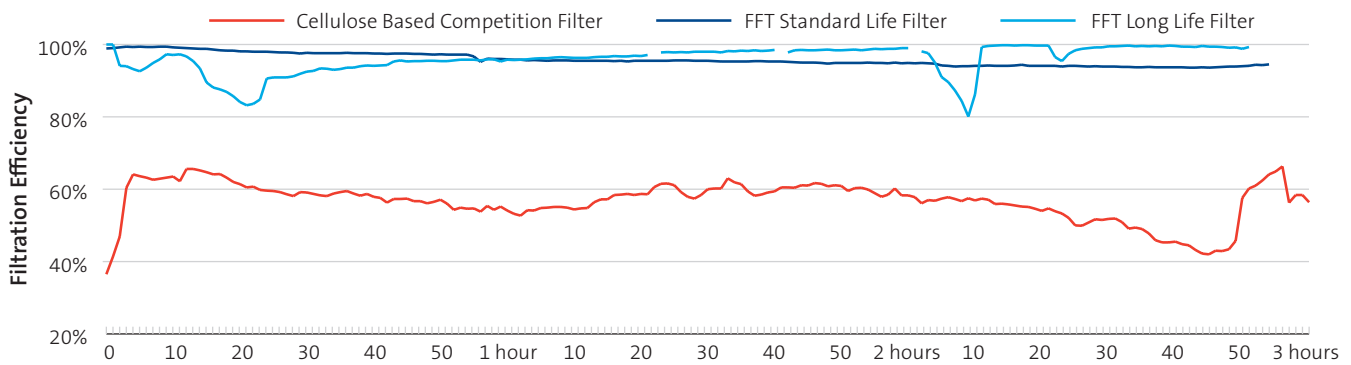
	DA300 (Standard Life)	DA300LL (Long Life)
Maximum Continuous Operating Temperature:	140 Deg°C	150 Deg°C
Minimum Auto Ignition Temperature (New Filter):	425 Deg°C	410 Deg°C
Minimum Auto Ignition Temperature (Used Filter):	420 Deg°C	400 Deg°C
	As per NSW Trade & Investment T15-00354	As per NSW Trade & Investment T15-00354

FILTRATION PERFORMANCE COMPARISON

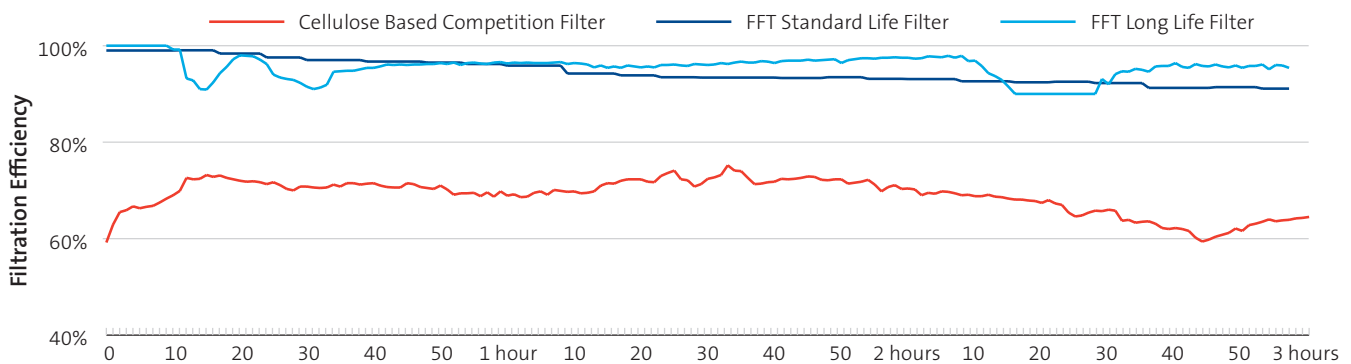
PRESSURE INCREASE OVER TIME



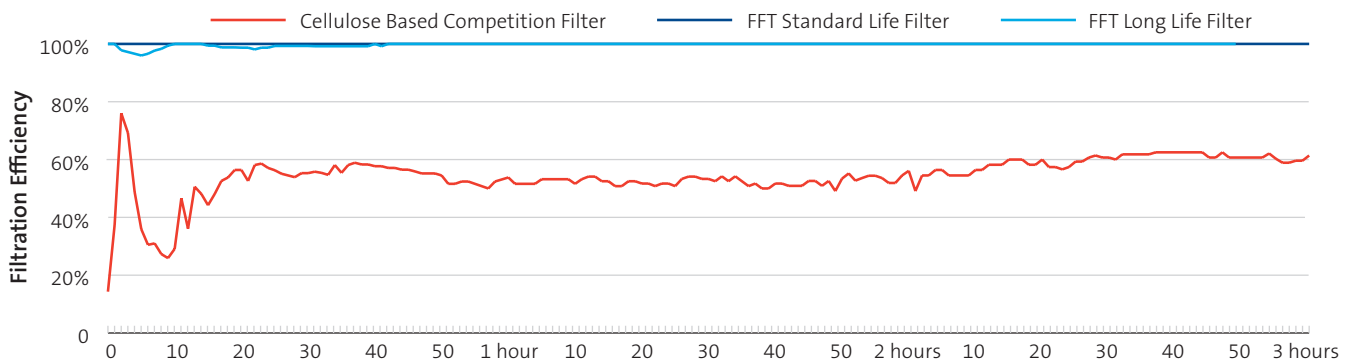
FILTRATION EFFICIENCY OF 50 NANOMETRE SIZED PARTICLES



TOTAL PARTICLE NO. FILTRATION EFFICIENCY



TOTAL MASS REDUCTION FILTRATION EFFICIENCY



All data from independent testing conducted by Peak3 Pty. Ltd. (7/2013-7/2014) on Waterbrake Dynamometer setup
 Engine: CAT C7 fitted with filter housing and run at exhaust flow to suit Competition / DA200 / DA300 (std. & LL) filters
 Analysis equipment: MAHA MPM-4M for particle mass measurement, EEPS for particle number measurement
 Steady state testing (some parameter fluctuations due to use of batch scrubber with variable water level)

DA300 / DA300LL

DIESEL EXHAUST FILTERS FOR VLI JUG-A-O VEHICLES

Used Filter Disposal

- Freudenberg Filtration Technologies'® Microfresh Diesel Exhaust Filters have been classed as solid industrial non-hazardous waste suitable for disposal in landfill
- Due to use of polymer based media, there is potential for used filters to be processed in a waste heat recovery plant that runs turbines for power generation, metal from the filters can then be separated and recycled.

Waste Disposal Operators are now

- Incinerating used filters in a waste heat recovery process that runs turbines for power generation
- Metal from the filters is then separated and recycled.

Whilst filter disposal cost is negligible in regions where waste is measured by mass, disposal cost via volume basis (even at reduced rates due to recycling) can be significant.

Solutions

- Reduce volume of filters (I.e. Long life / high efficiency filters)
- Talk to you waste contractor and arrange weight basis disposal
- Reduce waste volume through crushing.

Washing of Diesel Exhaust filters

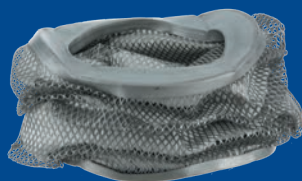
Freudenberg Filtration Technologies do not recommend the washing of used Diesel Particulate Filters due to;

- Ongoing OHS / Environmental risks / lack of process compliance (ISO14001)
- Washing filters reduces filtration efficiency with each wash (limit number of washes)
- Request a detailed filtration efficiency report after each wash.



Hydraulic Filter Crushing System

- Cycle time of 30 seconds for crush of 5 filters
- The unit is compliant with Australian Safety Regulations AS3000 / AS 4204.1
- Crushing chamber fully sealed
- Filters can be crushed in their disposal bag (bags big enough for air movement).



FFT microfresh® filters

- DA100** filters for Sandvik, Setco and GE's
- DA200** filters for VLI Driftrunners and Brumby's
- DA300** filters for VLI Jug-A-O's
- DA500** filters for PPK Coal Tram's

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