

DPF cleaning **made easy**

Diesel particulate filters (DPFs) trap soot in diesel exhaust and then burn it, leaving only ash and fine particulates. The problem for most Irish drivers is that DPFs were not designed for slower and stop/go driving, which eventually fills then clogs the DPF. JLM gives step-by-step instructions on how to clean a DPF that can't clean itself, during what is typical Irish driving conditions.

There is no way to get around the fact that a modern diesel engine produces relatively large particulates in its exhaust. The drive for cleaner emissions has meant that many manufacturers have equipped their diesel models with a diesel particulate filter (DPF) fitted on the exhaust. DPFs collect larger particulates in the exhaust. When a sufficient amount of particulates (soot) have been accumulated, various strategies are used to increase the temperature in the DPF, causing the accumulated soot to burn off. This process leaves smaller particulates in the DPF that are allowed out of the tail pipe.

A DPF is capable of functioning as designed, but this almost always requires sustained time at faster speeds. Slower, and stop/go driving, a common pattern of many Irish drivers, means that many Irish cars will have DPFs that slowly become more and more clogged. Once clogged a mechanic will have to force a regeneration, or manually clean the DPF.

To offer technicians an alternative, JLM Lubricants has launched a new professional solution, that it claims will enable any workshop to clean and flush a blocked DPF in just one hour.

This means that a vehicle can be quickly put back on the road, with minimum disruption to the customer and to the workshop. This equates to a valuable additional service, offering to help deal with a growing problem associated with low mileage or urban cycle diesel engines.



How does it work?

The JLM DPF Cleaning Kit includes a stage 1 powerful cleaning solution. Using the dedicated pressure fed dispenser and connector, the cleaning fluid is added directly to the DPF. The filter is then flushed using the stage 2 flushing solution, to remove the contamination that is blocking the filter. Afterwards, the vehicle should go through a 'forced' regeneration cycle, to complete the cleaning process. Finally, especially for low mileage cars, treating the fuel system with JLM DPF Cleaner can help prevent repeat blockages.

Cleaning a plugged DPF can be easily carried out following these steps:

- 1 - Fill the sprayer tank with the Stage 1 JLM DPF Cleaning Fluid.
- 2 - Connect the conical nozzle to the soft hose of the front DPF pressure sensor. Steadily spray all the cleaning fluid into the DPF for approximately one minute and let it settle for two to three minutes.

3 - Run the engine for two to three minutes at 2,000-3,000 RPM. Make sure a collector is placed under the exhaust.

4 - Fill the empty sprayer tank with JLM DPF Flush Fluid. Gradually spray all the Flush (1.5L) through the DPF while keeping the engine running at 2,000 - 3,000 RPM.

5 - After flushing, dry the sensor hose thoroughly and reconnect.

6 - Add 1 x JLM DPF Cleaner to prepare the DPF for optimal regeneration (recommended).

7 - Start a regeneration cycle via the on-board computer, following the vehicle manufacturer's guidelines. Reset any warning signals related to the DPF. Alternatively, drive the vehicle for approx. 20 minutes at suitable speed/RPM to initiate a regeneration cycle.

You can watch the full process, as well as a promotional video offering further information about JLM DPF Cleaning Kit, by logging on to YouTube at

[/www.youtube.com/watch?v=GJ8zfLsuKo](http://www.youtube.com/watch?v=GJ8zfLsuKo) or by scanning the QR code with your phone, tablet or iPad.

