Diesel Cars and DPF Filter Cleaning

In modern diesel cars it´s always advisable to make the DPF filter diagnosis before the treatment, especially when the car drives only in towns and it is not possible to make the normal regeneration of the DPF. If the diesel car has already a problem with the diesel particulate filter (DPF), then it´s likely that the problem could get more severe with our treatment due to soot coming out of the engine and exhaust system.



If the DPF is clogged then we should clean it using our engine carbon cleaning machine. We the lines below we will explain how do this operation.

The main function of the DPF filter is to reduce the emissions of fine particles (soot) contained in the exhaust gases. The DPF works in two stages, first he collects the particles and after it eliminates them:

First step: The filter traps the particles in suspension in the exhaust gases. A layer of soot then starts forming on the walls of the filter. In long tern this layer of soot will influence the performance of the engine being necessary to start the regeneration process on the second step.

Second step: When we have the right conditions, the filter force the temperature of the exhaust gases to rise enough to burn the soot layers. The regeneration process will not work properly when temperatures are low in winter (for example in Northern Europe) or when the cars only drive in towns or small distances.



When cleaning diesel cars we recommend also the use of the special **DXA250 additive** produced for our machines. This additive allow the regeneration of diesel particulate filters using our engine carbon cleaning machines without removing the DPF. This additive lowers the ignition temperature of the soot collected in the DPF, optimizing the regeneration process. The increase of exhaust gases temperature provided by the combustion of hydrogen during the treatment will allow the right conditions for the regeneration of the FAP.

This additive can be used as a preventive treatment or as a repair treatment if the DPF filter is very clogged. Preventive treatment should take place in countries where temperatures are low in winter (for example in Northern Europe) or when the cars only run in cities and small distances.

Dosage: We add a bottle (250 ml) of the additive in 20 liters of fuel just before starting the treatment with our machine.
Duration: 1.5 hours
Engine revolutions during treatment: Engine at 1000 rpm for 30 minutes and after one hour at 2500 rpm.