

Diesel DPF Cleaning Kit Manual



Instructions

The JLM Diesel DPF Cleaning Kit consists of a cleaning process which is divided into two steps: a deep cleaner and a flush.

The kit contains the following items:

1 J02250 JLM Diesel DPF Cleaning Toolkit

- Spray gun (air pressure) with an automatic pressure reducer (5kg/cm²)
- Sprayer tank (1ltr.), especially coated inside for use of JLM DPF Cleaner and Flush fluids
- Transparent hose (1,5mtr) with conical nozzle for easy access
- One spare conical nozzle

2 J02230 JLM Diesel DPF Cleaning & Flush Fluidpack

- J02235 JLM Diesel DPF Cleaning Fluid 500ml, step 1 of 2
- J02240 JLM Diesel DPF Flush Fluid 1,5litre, step 2 of 2



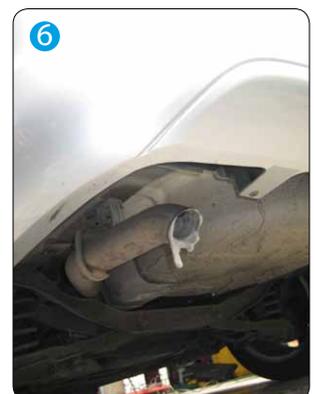
J02250 | JLM Diesel DPF Cleaning Toolkit



J02230 | JLM Diesel DPF Cleaning & Flush Fluidpack

Step 1 | JLM Diesel DPF Cleaning Fluid, 500ml

1. The cleaning fluid is corrosive. Therefore take the necessary precautions and use gloves and safety goggles throughout the full duration of the DPF cleaning process.
2. Make sure the engine has reached its normal operating temperature and turn it off.
3. Fill the sprayer tank with step 1, J02235 JLM Diesel DPF Cleaning Fluid and connect the sprayer to an air compressor. The pressure reducer connected to the gun will automatically reduce the pressure to 5 kg/cm².
4. Connect the conical nozzle to the soft hose of the front DPF pressure sensor. For sedan cars this sensor is usually located under the bonnet. For larger MPV's or SUV's this sensor is usually located closer to the DPF. In many cases this is the easiest access option which gives good results with minimal effort.
5. Spray the cleaning fluid into the front pressure hose of the DPF for \pm 1 minute and let it settle for 2-3 minutes. Repeat this step till the cleaning fluid is finished.
6. Once the cleaning fluid is finished, run the engine for 2-3 minutes at 2.000 – 3.000 RPM. Make sure a collector is placed under the exhaust pipe as foam may come out.



Accessory

Ad. 4. When a sensor opening, which allows a direct spray onto the filter monolith is easily accessible, one can use the JLM Diesel DPF Probe (J02256) for direct cleaning. For example use the temperature or front pressure sensor opening to allow the cleaner to be sprayed onto the monolith directly. Move the probe while spraying so the whole monolith surface gets treated.



J02256 | JLM Diesel DPF Probe

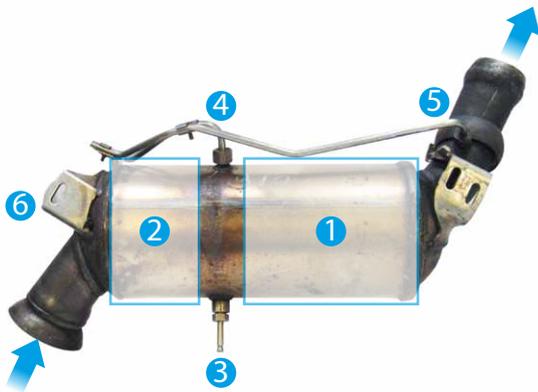


Spray gun with probe for direct spraying on monolith

Important note:



- 1 Always add the cleaning fluid gradually. Prevent it from flowing back out of pressure sensor.
- 2 In some instances the DPF may not be located on the bottom of the car. Or could be located closely to the turbo and/or exhaust manifold. In such cases please take extra care that the cleaning fluid is not spilled on heated surfaces.
- 3 If DPF front pressure sensor hose is difficult to access you may refrain from using this cleaning procedure



1. Diesel particulate filter (monolith)
2. Oxidation Catalyst
3. Temperature Sensor
- 4. Front pressure sensor**
5. Back pressure sensor
6. Lambda sensor



1. Diesel filter (monolith)
2. Temperature Sensor
3. Lambda sensor
- 4. Front pressure sensor**
5. Back pressure sensor

Step 2 | JLM Diesel PDF Flush fluid, 1.5 litre

1. The flush fluid is corrosive. Therefore take the necessary precautions and use gloves and safety goggles throughout the full duration of the DPF cleaning process.
2. Fill the empty sprayer tank with step 2 (J02240) JLM Diesel DPF Flush Fluid.
3. Start the engine.
4. Connect the conical nozzle to the front pressure hose of the DPF.
5. Make sure a collector is placed under the exhaust pipe as foam may come out.
6. Gradually spray all the Flush fluid through the DPF while keeping the engine running at 2.000 – 2.500 RPM. The sprayer tank has a capacity of only 1 litre, so it has to be refilled during step 2 of this procedure. Use the full amount of flushing fluid.



Important:

Be sure to use all the 1,5 litre JLM Diesel DPF Flush fluid.
Using less flush fluid may cause undesired effects.

7. After flushing, dry the sensor hose thoroughly and carefully, to prevent incorrect readings from the computer.
8. Start a regeneration cycle via the on board computer following the car manufacturer's guidelines. Reset any warning signals related to DPF blockage or malfunctioning. Alternatively drive the car for around 20 minutes to initiate a regeneration cycle. In order to initiate the regeneration cycle drive at a consistent speed at a medium to high RPM (>2.500).
9. After having used the 2 two fluids, be sure to clean the JLM DPF Toolkit (spay gun, tank, hoses and nozzles) right away by rinsing it with water. This ensures longer lifetime and good working of the DPF cleaning tools.
10. Any collected foam from the cleaning procedure should be disposed like any other chemical cleaner according to the local workshop guidelines.

Step 3 | Highly recommended treatment; prevent & keep clean

Inform your client about the effect of his driving style / conditions on the diesel particulate filter and that this blockage was not caused by coincidence. Advise your customer to add

JLM Diesel Particulate Filter Cleaner (J02210) on a regular basis, for vehicles that often have trouble with DPF Regenerations. A premium quality additive containing more active ingredient which allows the regeneration to take place faster, more complete, at a far lower temperature than any other additive on the market. It also contains additives to burn the fuel more efficiently, reducing the amount of soot to hit the Filter and improve mileage at the same time, as well as cleans and conditions DPF Filter.

Using regularly, JLM Diesel Particulate Filter Cleaner will prevent repeated expensive DPF repair bills at the workshop.

For vehicles that have DPF problems occasionally, use **JLM Diesel DPF ReGen Plus** (J02200) on a regular basis (e.g. every 2nd tankfill). The ReGen Plus fuel additive assists the regeneration process providing continuous DPF support by reducing particulates, improving combustion, and lowering the DPF filter balance point. Regular use of the ReGen Plus helps reduce DPF workshop maintenance.

Recommended additional treatments

J02710 | JLM Diesel Air Intake & EGR Cleaner

A dirty intake system contributes to higher emissions and unnecessary soot build-up. Modern diesel engines equipped with an EGR system tend to leave serious deposits in the complete air intake system and on the swirl flaps and MAP-sensor causing unnecessary soot emission.

In case the intake system is heavily contaminated it is recommended to dismantle the necessary parts and clean manually with the JLM Air Intake & EGR Cleaner. If build-up is relatively light these products can be used without any dismantling. Please refer to the respective technical data sheets for a manual on how to use these products.

J02320 | JLM Diesel Fuel System Cleaner

A clean injector provides a good spray pattern and contributes to a more complete combustion, causing lower emissions (soot), better fuel economy and drivability. JLM Diesel Fuel System Cleaner restores original injector flow minimizing soot-build in the particulate filter.

J04835 | JLM Engine Oil Flush

Due to diesel fuel wastage during incomplete and long regeneration cycles the motor oil can be contaminated leading to loss of quality. An oil change with the right oil (low SAPS) and a proper cleaning with JLM Engine Oil Flush beforehand will ensure proper lubrication of your vehicle over the kilometres to come.