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JLM DPF Cleaning Instructions

Contents



1. J02250 | JLM Diesel DPF Cleaning Toolkit

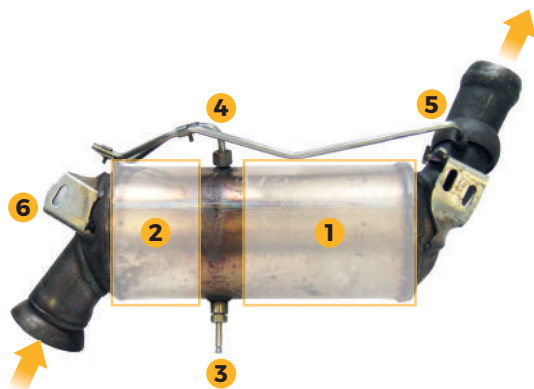
2. J02230 | JLM Diesel DPF Cleaning & Flush Fluid Pack



Accessory



J02256 | JLM Diesel DPF Probe Spray gun with probe for direct spraying on monolith



- 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

Instructions

The JLM 2-stage DPF cleaning treatment is a very efficient and very cost-effective solution for in situ cleaning of severely blocked (limp mode) DPF's.

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 Fluid Pack

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

Step 1 | JLM Diesel DPF Cleaning Fluid, 500ml (FIG.1)

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. Unplug MAF sensor (Mass Air Flow) or EGR valve(s), some Euro 6 vehicles have 2 EGR valves.
4. 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.
5. 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.
6. Spray the 500ml cleaning fluid into the front pressure hose of the DPF for ± 1 minute and let it settle for 2-3 minutes. Repeat this step till the cleaning fluid is finished and allow it to soak for 15 minutes.
7. Start engine and allow to idle (tick over) for 5 minutes then increase engine speed to 1500RPM and hold for 15 minutes. After 15 minutes allow to idle (tick over) 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.

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.

Step 2 | JLM Diesel DPF 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 (Fig. 6). No foam coming out is NOT an indication that the treatment is not successful!
6. With engine at idle gradually apply 750ml of DPF Flush Fluid (step 2) via the pre DPF pressure hose using the DPF Toolkit J02250. Increase engine speed to 1500RPM for 15 minutes.
7. Repeat step 6
8. Plug in MAF sensor (Mass Air Flow) and/or EGR valves.

Important:

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

9. Dry the sensor hose thoroughly and carefully, to prevent incorrect readings from the computer.
10. Road test the vehicle for a minimum 20 minutes at steady engine speed where possible, ideally 2000 RPM, to initiate the DPF regeneration cycle.
11. Clear fault codes and reset adaptations as necessary.
12. After having used the 2 two fluids, be sure to clean the JLM DPF Toolkit (spray gun, tank, hoses and nozzles) right away by rinsing it with water. This ensures longer lifetime and good working of the DPF cleaning tools.
13. 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.

Be sure to fix the cause of the DPF blockage and/or inform your client about the effect of 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 tank fill). The DPF 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. J02320 | JLM Diesel Fuel Injector 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's Diesel Fuel Injector 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 DPF 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 kilometers to come.

Causes severe burns. Keep locked up and out of the reach of children. In case of contact with eyes, rinse immediately with plenty of water and seek medical advice. This material and its container must be disposed of in a safe way. Wear suitable protective clothing (long sleeve), gloves and eye/face protection. In case of accident or if you feel unwell, seek medical advice immediately (show the label where possible).