



Diesel DPF Spray

- **Diesel DPF Spray is the fastest and cheapest way to clean a blocked DPF**
- **Removes particulate, carbon and other deposits**
- **No need to remove or dismantle the filter**
- **One piece disposable aerosol applicator requires no special tools**
- **Extends the life of the DPF unit**
- **Lower repair costs**
- **Additional revenue for workshops**

JLM Diesel DPF Spray for automotive professionals removes particulate, carbon and other deposits in dirty diesel particulate filters (DPF) quickly and effectively, without the need to dismantle the filter.

JLM Diesel DPF Spray J02220 is a spray that comes in a handy aerosol can and contains a high concentration of active ingredients to clean and dissolve dirt. JLM Diesel DPF Spray cleans and regenerates dirty and blocked diesel particulate filters by reducing the combustion temperature of particulate, which means that it combusts earlier and faster at a lower engine temperature. JLM Diesel DPF Spray can be used in all old and new diesel engines in all vehicles with a particulate filter

Diesel DPF Spray is the fastest and cheapest way to help your client to get back on the road as soon as possible, whilst at the same time providing additional profit margin in the workshop. Diesel DPF Spray J02220 is ideal for garages when they are presented with vehicles with an illuminated particulate filter warning light.

Vehicles that are used to make short journeys or are rarely driven on motorways do not become warm enough, which means that they regenerate (clean) the particulate filter poorly, or not at all in many cases. Diesel DPF Spray

offers a solution for the engine symptoms of loss of power or increasing fuel consumption that is caused primarily by driving short distances.

JLM Diesel DPF Spray restores the particulate filter's full capacity and ensures that exhaust gases can once again be expelled by the exhaust without any resistance.

Spray JLM Diesel DPF Spray into the particulate filter prior to forced regeneration (by means of a test drive or OBD) to clean the filter and help the vehicle pass its tests. Product information.

For heavily contaminated DPF units use the JLM DPF Clean and Flush Toolkit.

About Diesel Particulate Filters & vehicle filter systems

Diesel Particulate Filters (DPF), sometimes referred to as soot traps, are becoming more common today due to ongoing changes in emissions regulations. With Euro 5 standards now with us, Particulate Filters in diesel car exhausts are now as common as catalytic converters on petrol cars.

This relatively new way to combat vehicle pollution has proven to be very successful in providing major reductions to diesel exhaust emissions but, as with any new technology, sometimes there can be problems.



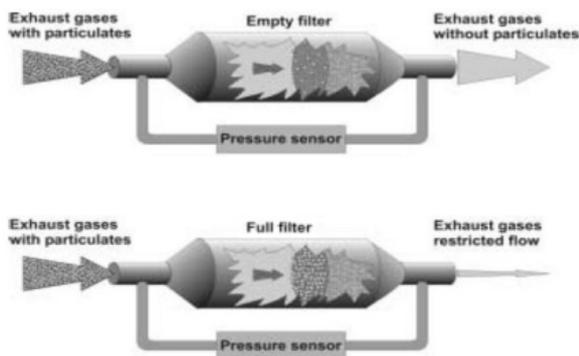


Evidence of these systems failing to regenerate comes to light every day. In the UK, the AA is getting more & more calls from drivers with DPF warning lights indicating a filter blockage, and not knowing what it is or what to do about it.

How does a DPF work?

As with any filter they trap particles, in this case harmful diesel exhaust soot particles, so they have to be emptied regularly to maintain performance. For a DPF this process is called **regeneration**.

The DPF needs to be cleaned regularly, through a process called regeneration, either **active, passive** or **forced regeneration**. The accumulated soot is burnt off at high temperatures (600C) to leave only a residue of ash, effectively renewing or regenerating the filter, ready to take on more pollution from the engine.



The Diesel Particulate Filter is separate from the Catalytic Converter.

Passive regeneration: This generally takes place on the motorway where exhaust temperatures are higher. This type of system can have an integrated oxidising catalytic converter located close to the engine where exhaust gases are hot enough so that passive regeneration is possible. Passive regeneration relies on the exhaust temperature being high enough to automatically burn off deposits, e.g. motorway driving, or using the ECU to alter the vehicle timing to control the process. In city driving or short trips the regeneration may not take place fully. This causes the filter to become blocked and can lead to higher fuel consumption and a visit to the mechanic for cleaning or replacement of the DPF

What causes the DPF to become blocked?

Every vehicle type & engine combination can have differing reasons as to why the filter blocks. The rate of particulates generated by the engine, the quality of the fuel, quality of the oil, driving style, even the location of the DPF in the exhaust system can all contribute to filter blockages or insufficient regeneration.

Generally, the problems arise in urban stop/start driving which prevents effective regeneration. A dashboard warning light or message will indicate the DPF is full. If you continue to drive in the same manner the soot build up will increase, further warning lights will illuminate and the vehicle will go into 'limp' mode. At this stage the only option is mechanical intervention. Having the DPF removed and cleaned can cost from £300 upwards.

If the filter cannot be cleaned a replacement will cost up to £2000.

Commons Causes of DPF Blockage

Use low ash engine oil - not using the correct oil specified for your engine can significantly add to the soot build-up in the DPF.

100% Diesel Bio Fuel - Using these Bio Fuels can also contribute to extra soot build up loading in your DPF as the Bio Fuel may not burn as 'clean' (produce more particulates) as your regular Diesel fuel.

City Cycle driving – We don't all use our cars in the same way, if you only use your car around town you may experience a faster buildup of soot in your DPF as the regeneration process may not complete in short city or around town driving.

Temperature - The DPF relies on temperature to carry out a filter regeneration, at around 600c, so a lot of short trips, low speed driving will not provide the exhaust system with a high enough temperature to begin or complete a regeneration, so the filter can block up faster.

High Mileage Vehicles: As vehicles with DPF systems age it will become more difficult to achieve a successful regeneration. Like any part on the car they do wear out and can no longer be repaired .

Part number J02220, please contact your local TMS depot for the pricing