DPF Clean service, from the Engine Carbon Clean experts:

We offer a comprehensive DFP cleaning service carried out by our team of highly trained and professional engineers. We only use industry leading products and ensure that any waste from the DPF clean via the exhaust is captured and disposed of correctly, with no detrimental effect on the environment.

Stage 1: In-Depth DPF Diagnostics

We carry out in-depth diagnostics, checking that the key components and sensors are functioning correctly before initiating a DPF clean. Where necessary, further investigation is carried to ensure a successful clean. We carry various common DPF sensors, pipes etc in stock so that we can quickly have you back on the road in the event that your DPF problem is actually a component failure.

Stage 2: The DPF Cleaning Process

Using our specialist cleaning system, a solution is injected into the pre DPF pressure line and the soak period is now initiated. The engine is then ran at a fast idle allowing the soak fluid to clean the carbon content in the DPF.

Stage 3: Flush the DFP and Exhaust System

This is then followed by a further injection of a cleaning flush solution during an engine fast idle cycle and we carry out the flushing process twice.

Stage 4: Drive the Vehicle

We (or the customer) will drive the car for 20 minutes making sure that the rest of the flush fluid is expelled from the car. We will have the diagnostic plugged in and make occasional stops to check the data, to make sure that the DPF is now working correctly.

Stage 5: Live Data and DPF Analysis

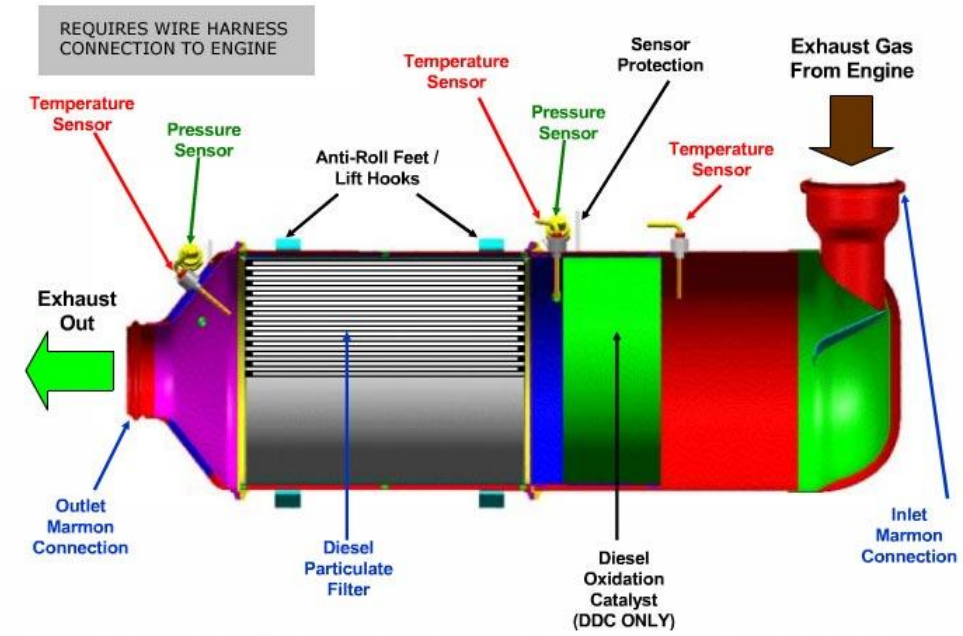
Finally, live data is analysed during a road test or DPF regeneration. This is then followed by final parameter checks logging DPF back pressure readings. These readings, before and after, are then reported back to you for your peace of mind. The three stage DPF cleaning process is now complete.

FAQs – what you need to know about DPFs

What is a DPF?

A Diesel Particulate Filter (DPF) is a device designed to remove diesel particulate matter or soot from the exhaust gas of a diesel engine so they are not released into the atmosphere. A DPF can remove upwards of 85% of the particles from the exhaust, reducing harmful emissions. The DPF physically captures the soot and ash particles in a net or mesh like structure within the filter.

The Engine Management System (ECU) constantly monitors the filter and will carry out a regular cleaning process called "Regeneration" to stop it blocking. Regeneration, either active, passive or forced regeneration, burns off the accumulated soot at high temperature (around 600°c) to leave only a residue of ash, effectively renewing or regenerating the filter, ready to take on more pollution from the engine.



Why do I need DPF Cleaning?

When driving, soot settles on the cell walls of the filter and starts to clog the pores of the DPF unit. This layer of soot can be burnt off during the regeneration process of driving at constant speed for a prolonged period of time, such as motorway driving. During short journeys or city driving, diesel cars do not reach the required exhaust temperature to allow regeneration to take place. If this continues to happen and regeneration is no longer sufficient to clear the blocked filter, motorists can face some very expensive repair costs, typically £1000 for a new DPF.

Why do short journeys impact DPFs?

In stop/start traffic, or on short journeys, a regeneration may not get time to complete. This will cause the DPF to block partially and an orange light (left) will come on in the instrument cluster. Ignore the light and continue driving slowly or in traffic and eventually the engine will lose power and stop. This will prompt a trip to the garage and things will get expensive. And I mean really expensive: if the car needs a new DPF, it's usually more than £1000.

What to do if you see the warning light

When the DPF warning lamp comes on (check your handbook to see exactly what the one on your diesel looks like) it's time to take the vehicle on a longer run, preferably on a faster road such as a dual carriageway or motorway. Driving at 40mph or more for 10 minutes should prompt the DPF to go into 'regeneration' mode and burn off soot which will clear any blockage.

How to prevent problems in the first place

Before you buy a car, consider the kind of mileage you do. If most of your miles involve short journeys or sitting in stop-start traffic where the car never really gets going, plump for petrol rather than diesel. There's another good reason for this. Diesel cars are generally more expensive than petrol and because diesel is pricier at the pumps too, you don't see any payback from a diesel car's improved economy unless you do a healthy annual mileage.

Why not get rid of the DPF?

One answer to problems with the DPF might be to remove it altogether. But DPFs are installed for a very good reason – they cut pollution – so it's not a very responsible solution. Also, and most importantly, from 2014, any car that has had its DPF removed is an MOT failure. Despite this, there are still companies advertising on the internet to remove DPFs and do the associated re-programming of engine software. Don't be tempted: it may well invalidate your warranty as well as making your car dirtier and potentially unroadworthy. Diesel Emission test are changing again in 2017 making it even easier for MOT testing station to detect weather the DPF has been removed. Your car will fail its MOT if the DFP has been removed and from 2018 it will be illegal for any individual or garage to remove a DPF and could be prosecuted for doing so.

Talk to the experts today – find your local UK agent