

A Diesel Particulate Filter (DPF) is a device fitted to the exhaust system designed to filter and trap particulate matter from expended gasses.

It relies on the engine and its electronics, to operate.

The DPF assembly may be located up or downstream of a NOX catalyst.

DIAGNOSIS IS THE KEY TO DPF FAULT MANAGEMENT

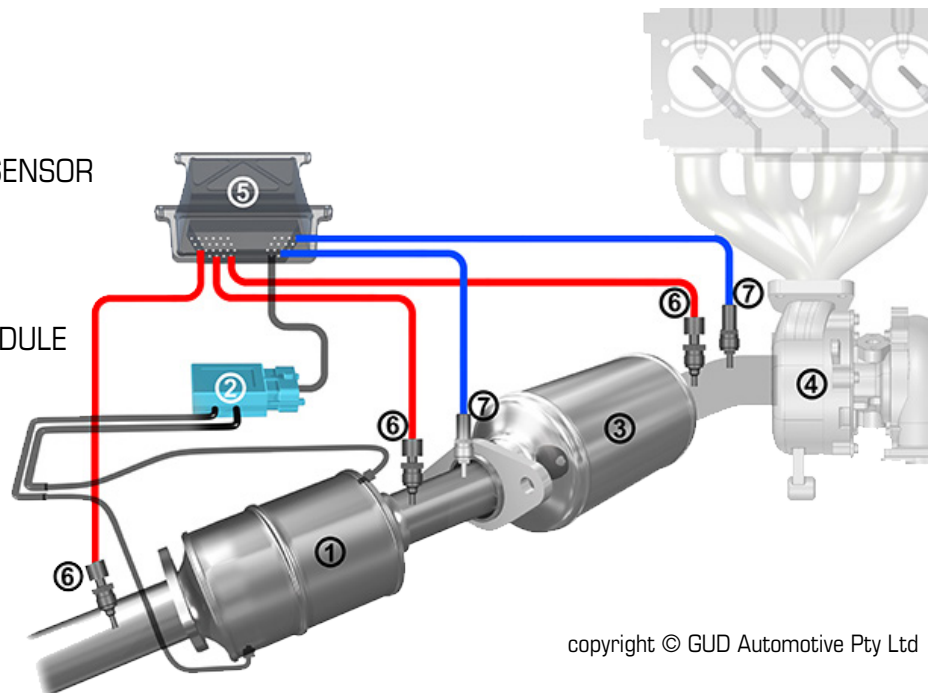
When diagnosing DPF faults, there are a number of components that must be checked and tested. Any incorrect reading from one of these may trigger the DPF warning light and the unit to regenerate more often and/or block prematurely.

- Temp/Pressure Sensors
- EGR Valve
- Wiring
- Injectors (Over Fuelling)
- Turbo
- Glow Plugs
- Air leak upstream

Other factors that can contribute to a blocked DPF include:

- Driving Style (Short trips, start stop – city driving.)
- Interrupted regeneration cycles
- Low additive levels and
- Incorrect oil

- ① DIESEL PARTICULATE
- ② DIFFERENTIAL PRESSURE SENSOR
- ③ NO_x CATALYST
- ④ TURBOCHARGER
- ⑤ ELECTRONIC CONTROL MODULE
- ⑥ TEMPERATURE SENSOR
- ⑦ OXYGEN SENSOR



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For comprehensive DPF training see our technical training modules at www.rycodpf.com.au

