

THE RIGHT TREATMENT

DPF removal is not worth the risk when there is an option for treatment available. CVW reports.

Diesel Particulate Filters (DPFs) are commonly fitted as standard to new diesel cars and vans to enable manufacturers to comply with air pollutant emissions standards. They limit emissions of airborne soot particles from diesel exhaust which are harmful to human health. However, in urban areas with slow traffic speed, or for vehicles that are left idling for significant periods, soot levels can build up surprisingly quickly, blocking the DPF and causing operational difficulties.

Workshops trying to help drivers who are experiencing frequent DPF blockage may be tempted to recommend simply removing the filter entirely to avoid further problems. There are now a number of companies advertising DPF removal services. It is often claimed that it is not illegal to remove the DPF as the vehicle will still pass MoT smoke opacity tests without it.

Although it may not be illegal for companies to provide this service, the same is unfortunately not true for the owner of the vehicle. The Secretary of State for Transport, Patrick McLoughlin, recently confirmed in a written response to a question from an MP that it is an offence – under the Road Vehicles (Construction & Use) Regulations (Regulation 61a(3)) – to use a vehicle which has been modified in

such a way that it no longer complies with the air pollutant emissions standards that it was designed to meet. Removal of a DPF, whilst not illegal in itself, will almost certainly result in a contravention of the above requirement making the vehicle illegal to use on the road.

Blocked filters

Workshops seeking a solution that is both more ethically responsible, and less risky, than filter removal should try Envirox DPF Assist. This is a fuel borne catalyst formulation that helps to burn off the trapped soot particles. It works by:

- Decreasing the level of soot particles produced during combustion.
- Significantly lowering the temperature the exhaust gases need to reach to burn off the trapped soot particles in the DPF.

Even when soot build up is not bad enough to initiate warnings from the engine management system; a partially blocked filter is still bad news for the driver's fuel economy. The more soot there is in the filter, the harder the engine has to work to push the exhaust gases through it. This means burning more fuel per mile. In this

regard, the product's concentrated formula means that it can be retailed to the vehicle owner/driver to be used on a regular one-shot-per-tank-basis to keep soot levels down to a minimum and guard against reblocking.

It is supplied in a convenient 500ml bottle with a dispensing chamber to deliver 20 concentrated shots of 25ml and can be used in two main ways:

- As a workshop treatment on an occasional basis for a DPF that is already showing signs of blockage – this requires two 25ml measures for 50 litres of diesel fuel.
- By the vehicle operator as a regular treatment to combat potential future blockages and achieve enhanced fuel economy – this requires one 25ml measure for 50 litres of diesel fuel.

Used all the time, one 500ml bottle will treat 1,000 litres of diesel and more than pay for itself by delivering fuel savings approximately equal to double its cost.

For more information on Envirox DPF Assist circle 110 on the readerlink card