



AshX is a professional two-stage Diesel Particulate Filter (DPF) cleaning system designed to chemically dissolve and remove accumulated ash, soot, oil and carbon deposits inside the DPF without removing the filter from the vehicle.

Stage 1 breaks down and loosens hardened contamination inside the filter.

Stage 2 flushes out loosened deposits and removes remaining residues. Creates foam. For best results, the procedure should be carried out by a trained technician.

TOOLS NEEDED:

Pump action pressure sprayer bottle or a compressed air pressure bottle to feed fluids into the DPF.



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FLUID USAGE
NO MESSING ABOUT WITH MEASURING, JUST POUR AND GO!

Typical Engine Size	Fluids
1 - 4 Litres (Passenger vehicles)	Stage 1 - 1 Litre Stage 2 - 1 Litre
4 - 6 Litres - (Passenger to Medium Trucks/Cars)	Stage 1 - 1.5 Litres Stage 2 - 1.5 Litres
6 - 8 Litres (Medium to Heavy Trucks)	Stage 1 - 3 Litres Stage 2 - 3 Litres
8 - 16 Litres (Large Trucks/ Industrial Mining)	Stage 1 - 4 Litres Stage 2 - 4 Litres

IMPORTANT

Always wear (PPE) safety gear such a gloves and goggles when handling the chemicals.

The quantities provided are recommended guidelines based on typical passenger & industrial vehicle DPF systems. The actual amount of flushing solution required may vary depending on DPF size, level of contamination and vehicle type.

A qualified technician should adjust the volume as required to ensure the filter is adequately flushed.

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OPERATING INSTRUCTIONS

Stage 1 – Active Ash & Carbon Release

- **Step 1 – Warm the Exhaust System**

Start the engine and allow the vehicle to idle until the exhaust system and DPF reach a moderately warm temperature. The exhaust should be warm but not excessively hot.

Once the system is warm, switch the engine off.

Warming the DPF helps the cleaning solution spread evenly and improves chemical activation.

- **Step 2 – Locate the DPF Pressure Port**

Locate the Differential Pressure Sensor hoses connected to the DPF.

These hoses typically connect between the DPF and the pressure sensor mounted nearby.

Identify the hose connected to the front or upper side of the DPF, which is the side closest to the inlet of the filter. Carefully disconnect this hose from the sensor or DPF connection point. Ensure the correct hose has been selected before proceeding.

- **Step 3 – Prepare the Injection System**

Insert the injection nozzle securely into the disconnected hose.

Ensure the nozzle forms a tight seal to prevent leakage during injection. Fill the applicator bottle or cleaning gun with **AshX Stage 1 Solution**

Ensure the applicator system is functioning correctly before injection begins.

- **Step 4 – Start the Engine**

Start the engine and allow it to idle at normal idle speed.

Do not raise engine speed during this stage.

The engine must remain running throughout the injection process to prevent liquid from flowing back towards the engine.

- **Step 5 – Inject Stage 1 Cleaning Solution**

Slowly inject the Stage 1 solution through the pressure sensor hose while the engine remains at idle. Inject the fluid gradually and steadily to allow the solution to disperse inside the DPF substrate.

Avoid injecting the fluid too quickly, as excessive liquid flow may reduce effectiveness.

Continue until the entire Stage 1 solution has been injected.

- **Step 6 – Chemical Soak Period**

Once Stage 1 injection is complete:

- Turn the engine off

- Leave the cleaning solution inside the DPF to soak and react

Recommended soak time:

Moderate blockage: 20–30 minutes

Severe blockage: 30–45 minutes

During this time the Stage 1 formula works to break down hardened ash deposits, loosen soot accumulation, dissolve carbon and oil residues trapped inside the filter channels.

Stage 2 – Neutralising Flush & Residue Removal

- **Step 7 – Prepare Stage 2 Flush Solution**

Fill the applicator bottle or cleaning gun with **AshX Stage 2**. Ensure the injection nozzle remains connected securely to the same pressure sensor hose used during Stage 1.

- **Step 8 – Start the Engine**

Start the engine and allow it to idle at normal speed for 10mins before Stage 2 injection.

- **Step 9 – Inject Stage 2 Flushing Solution**

Do not raise engine RPM during injection. Slowly inject the Stage 2 flushing solution into the DPF through the pressure sensor hose.

Inject steadily while the engine remains at idle.

Stage 2 works to: Flush out loosened ash and soot deposits, Neutralise remaining chemical residues, Clear contamination from the filter channels

Continue injection until the entire Stage 2 solution has been used.

- **Step 10 – Reconnect Pressure Sensor Hose**

Once injection is complete:

Remove the injection nozzle from the port.

Reconnect the pressure sensor hose to its original position. Reinstall any clips, clamps, or fasteners removed during access.

Ensure all connections are properly secured and airtight.

Final Activation & System Drying

- **Step 11 – Raise Engine Speed**

Increase the engine speed to approximately 1,500–2,500 RPM on passenger car or 12,000rpm on a truck and maintain this speed for approximately 10 minutes. **(or conduct an DPF REGEN)**

This step allows the exhaust system to:

- Evaporate remaining moisture
- Remove loosened deposits from the DPF
- Restore proper exhaust gas flow through the filter

Continue until visible condensation, vapor or foam from the exhaust is no longer present.

- **Step 12 – Diagnostic Reset**

Using a diagnostic scan tool, perform the following actions if available:

- Clear all DPF related fault codes
- Reset the DPF learned values
- Initiate a forced regeneration if required by the vehicle manufacturer

- **Step 13 – Road Test**

Carry out a short road test to confirm normal vehicle operation.

After the test drive:

- Recheck for fault codes
- Confirm normal DPF pressure readings
- Ensure no warning lights remain active