

ASH X - 2 Stage DPF Cleaning System

Professional application guide

AshX is a professional two-stage Diesel Particulate Filter (DPF) cleaning system designed to help loosen, mobilise and flush ash-related residues, soot, oil and carbon contamination inside a serviceable DPF without removing the filter from the vehicle.

Typical engine size	Recommended fluid usage
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

Stage 1: Helps break down and loosen hardened contamination inside the filter.

Stage 2: Helps flush loosened deposits and 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 compressed-air pressure bottle to feed fluids into the DPF.

Important: Always wear appropriate PPE such as gloves and goggles when handling chemicals. Quantities are recommended guidelines only. The actual amount required may vary depending on DPF size, contamination level and vehicle type. A qualified technician should adjust the volume as required to ensure the filter is adequately flushed.

Operating Instructions

Stage 1 - Ash & Carbon Deposit Treatment

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 warm, switch the engine off.

Step 2 - Locate the DPF Pressure Port

Locate the differential pressure sensor hoses connected to the DPF. Identify the hose connected to the front or upper side of the DPF, usually closest to the inlet. Carefully disconnect this hose before proceeding.

Step 3 - Prepare the Injection System

Insert the injection nozzle securely into the disconnected hose and ensure a tight seal. Fill the applicator bottle or cleaning gun with AshX Stage 1 Solution.

Step 4 - Start the Engine

Start the engine and allow it to idle. Do not raise engine speed during this stage. The engine must remain running throughout injection to prevent liquid 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 gradually to allow the solution to disperse inside the DPF substrate. Continue until the Stage 1 solution has been used.

Step 6 - Chemical Soak Period

Turn the engine off and leave the 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 formula helps loosen hardened ash-related deposits, soot accumulation, carbon and oil residues trapped inside the filter channels.

Stage 2 - Neutralising Flush & Residue Treatment

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 10 minutes before Stage 2 injection.

Step 9 - Inject Stage 2 Flushing Solution

Do not raise engine RPM during injection. Slowly inject Stage 2 into the DPF through the pressure sensor hose while the engine remains at idle. Stage 2 helps flush loosened deposits, neutralise remaining chemical residues and clear contamination from the filter channels.

Step 10 - Reconnect Pressure Sensor Hose

Remove the injection nozzle, reconnect the pressure sensor hose to its original position and ensure all connections are secure and airtight.

Final Activation & System Drying

Step 11 - Raise Engine Speed

Increase engine speed to approximately 1,500-2,500 RPM for around 10 minutes, or conduct a DPF regeneration where appropriate. This helps evaporate remaining moisture, remove loosened residues from the DPF and support exhaust gas flow through a serviceable filter.

Step 12 - Diagnostic Reset

Using a diagnostic scan tool, clear DPF-related fault codes, reset learned values and initiate a forced regeneration if required by the vehicle manufacturer.

Step 13 - Road Test

Carry out a short road test to confirm normal operation. Recheck for fault codes, confirm normal DPF pressure readings and ensure no warning lights remain active.