



Pure Flow 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

Typical Engine Size	Fluids
1 - 4 Litre (Passenger vehicles)	1 Stage 1 - 1 Litre Stage 2 - 1 Litre
1 - 4 Litre (Passenger vehicles)	1 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

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.

The Pure Flow cleaning system is designed to restore the DPF within a single cleaning cycle under normal operating conditions.



2 STAGE DPF CLEANING SYSTEM



OPERATING INSTRUCTIONS

Stage 1 – ActiveAsh&CarbonRelease

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 Sensor

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 **Pure Flow Stage 1 Solution (USE NEAT)** **Check table on reverse**

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

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 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 and dissolve carbon 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 Pure Flow Stage 2 Solution. Dilution 1:4 (1L makes 5L) 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 idle speed. Do not raise engine RPM during injection.

Step 9 – Inject Stage 2 Flushing Solution

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 hose

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 12,000 rpm 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, vapour 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