

USER MANUAL DPF CONTROL

1. Introduction

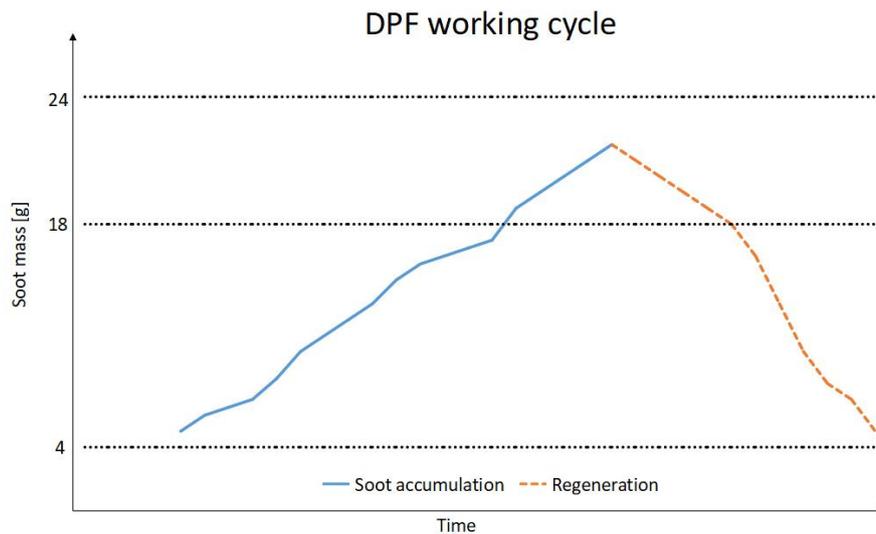


Figure 1: Diagram showing the DPF duty cycle.

1.Theoretical introduction

Above is a graph showing the DPF duty cycle. It can be divided into two parts: 1st- the filling period and the 2nd one regeneration period. The time of filling the filter depends on: the way the vehicle is used (short or long distances), the condition of filter, the type of engine controller. This period can last from about 200 to about 600 kilometers. The regeneration process begins when the engine controller determines that the filling of the filter (soot mass) is required to start it, and the other necessary conditions (such as engine temp) are reached. For most cars, this will be between 18 and 30 grams. When the filling reaches the mentioned range and the other conditions are met, the controller starts the regeneration of the DPF, which, by default, can take about 25 minutes and will end when the soot mass reaches a level of about 5-7 grams - the calculated soot mass will never reach 0.

2.Operating instructions

Enjoy the awareness and ability to control the regeneration process of the particulate filter in your car. Mount the device in the vehicle's OBD socket (generally around the driver's left knee, purple or black color). The device can be permanently mounted, it is powered only when the ignition is switched on. Mount the LED in any place visible for you. The LED is not necessary for device to working properly.

By default, the device emits the following signals:

- 1) One short beep -> information that the device is active when the ignition is turned on [LED blinks once].
- 2) Two-second series of short beeps -> start of DPF regeneration [LED will light up].
- 3) Three medium-length beeps -> end of DPF regeneration [LED will turn off].

Additional functions of the device, required ignition on, or engine running (IG ON):

A. Press the button once -> you will get information about the amount of soot grams in your DPF filter by means of sound and light signals

1 beep= 1 gram of soot

B. Press and hold the button until you hear:

a. the first short beep -> the device will clear all errors from all the car's controllers and confirm it with a long beep [LED blinks once].

or

b. the second short beep -> you activate the "silent mode" that is the normal operation of the device without information through beeps, but only through the LED*. Turn off the "silent mode" - follow the same steps as in item 2b, hold the button and release after hearing the second short beep.

2.The most frequently reported problems:

1) "The device doesn't beep" - check if the device signals with an LED turning on the ignition and mass of the soot (if you don't have an LED, skip this step). If YES, turn on the ignition, hold and release the button after hearing a second beep.

If the device still does not beep or blink the LED after the following instructions, please send the device back with the claim/return form, receipt. We will verify the device and contact you as soon as possible.

2) "The device does not indicate soot mass" - due to the very wide range of vehicles, engines, engine controllers and their software versions, we are unable to guarantee that the device will support every vehicle and every controller even though it is on our list. The device has been tested in a limited group of cars, which unfortunately does not correspond to all vehicles produced. If your device does not indicate the mass of soot, it will also not inform about the DPF regeneration process. In this case, please complete the claim/return form and send the device back to us. On this basis, we will make a refund, and if we can identify and solve the problem, we will inform you right away.

3) "The device does not report regeneration " - in this case, the cause of the problem is the same as in item No. 2. Please follow the same steps to return the device.

4) "The device signals the beginning of regeneration, but does not signal the end" - in some vehicles and controllers, there may be a so-called false regeneration, that is, a situation in which the device signals the beginning of DPF regeneration, but does not signal the end. Standard DPF regeneration should take about 25 minutes (the duration depends on the current state of the DPF). If the device does not signal the end of regeneration after this time, check the soot mass. Then wait another 10 minutes and check the soot mass again and:

a.if the value has decreased (e.g., from 10 to 9 grams) it means that regeneration is actually taking place. Then wait until it is completed correctly

b.if the soot mass has not changed or has increased, it means that "false regeneration" has occurred.

If you find false regenerations (as explained above), please fill out the return/complaint form and send the device back to us.

5) "The device does not signal the beginning of regeneration" - in some cases, the regeneration of the DPF is accompanied by additional symptoms that can be observed by the vehicle user, such as increased engine speed at idle. However, it can happen that such a situation is due to another reason, such as warming up the engine or turning on the heating. Therefore, if your vehicle experiences such symptoms, which sometimes accompany filter regeneration, and the device does not signal it, this does not necessarily indicate a malfunction. If you suspect that DPF regeneration is in progress, and the device does not signal it, please check the soot mass (see instructions page 1 point A). Then wait 10 minutes and check the soot mass again and:

a.if the value has not changed or has increased, it means that the filter regeneration is not taking place and the device is working properly,

b.if the value has decreased (e.g. from 10 to 9 grams) it means that regeneration is actually taking place. Then you need to fill out a return/complaint form and send the device back to us.

"The device generates errors in the car or messages on the dashboard" - in exceptional situations it may happen that after inserting the device into the OBD socket, errors or messages appear on the vehicle's dashboard. Such a situation occurs extremely rarely (2 cases out of about 3000 devices sold), and it indicates the incompatibility of the device with the vehicle, which may be due to, for example, modifications in the vehicle having to do with the CAN network. The device does not interfere with the vehicle in any way and is not able to make any changes. In case of such a situation, please contact us.

Let's check our video: <https://tinyurl.com/5edewtnt>