



Surrey DPF Cleaning

The DPF Cleaning specialist

Whilst we take the greatest of care when repairing your vehicle there is always risk involved there are some things which are out of our hands.

Before starting the clean we will carry out a full fault code read and some basic health checks including live data (where possible) to make sure your engine is in good enough health to carry out the DPF clean. We cannot be held responsible for any failures and cannot assess the DPF structure, our checks are limited by issues such as

- Fault codes being deleted and not declared to us.
 - Missed timing belt and service intervals.
 - Poor maintenance inc oil quality
- Other underlying issues, driving style, running low on fuel and or additives.

Diagnostics for DPF issues is £75 plus VAT for 1hrs fault finding once diagnostics has been carried out, we will contact you with an estimate for repair or if we feel more diagnostics time is required we will request permission first.

If we feel your car is not in a suitable condition, we may not carry out the clean.

Please be aware DPF's operate at extremely high temps and as always there is a risk of fire.

DPF cleaning carries no guarantee as it is often down to driving style, maintenance and ignoring engine warning lights, we do our best to educate and bring this to our Customers attention and you will be offered advice on how best to look after your DPF filter.

Our three-stage clean can only clean soot & not ash, we can clean off car to remove ash by request.

We accept absolutely no responsibility for any previous underlying mechanical, electrical or any other faults that have not been declared to us in writing.

Replying / signing this email / document means you have read and understood all of our terms and conditions, understand this document and give consent for us to carry out a DPF clean & regeneration.

We cannot take any responsibility for static regenerations and any associated failures due to the stress & heat it puts on the engine & components.

Please include any information we should be aware of such as previous work or additives you may have added, if the vehicle has had any diagnostics work, servicing etc, the more info the better, withholding information can make diagnostics and in turn the repair much more difficult.

Please make sure your vehicle has at least half a tank of diesel.

CUSTOMER DETAILS

First Name

Surname

Address

Postcode

Telephone Number

Email address

Signature

(Or consent via email)


Date

VEHICLE DETAILS

Reg Number

Make/Model

Mileage

Name		
Vehicle Make		
Vehicle Model		
Registration Number		
Date		

Has the vehicle been to another garage?	Yes	No	Don't Know		
- If yes, who looked at it and when?					
Have any fault codes been cleared?	Yes	No	Don't Know		
How long have you continued to drive with the fault on?					
When was the last service carried out and by who?					
How often do you do a motorway drive over 20 miles?	Occasionally	Often	Never		
What sort of speed do you do on this type of road?					
Where do you usually buy fuel?	Supermarket	Shell	BP	Esso	Other
Do you drive with the fuel light on?	Occasionally	Often	Never		
Have any attempts been made to clean the DPF by another garage?	Yes	No	Don't Know		
Have any DIY attempts been made to clean the DPF?	Yes	No	Don't Know		
Have you used any additives / fluids to help regen or clean the DPF?	Yes	No	Don't Know		
- If yes, what brand was used?					
- If yes, how much was used?					
- If yes, where was it added?	In Tank	In Engine	In DPF		
Any other comments					
Disclaimer. Any faults which are not related to the DPF may be subject to additional diagnostic charges.					
Signature					
Print Name					

Damaged DPF warning please read

Owing to a recent spate of damaged DPFs, either from garages or DIY'ers deleting codes, forced regenerating or poor/failed cleaning attempts we can no longer guarantee the integrity of the DPF structures, it is becoming more and more common for cars to come in with fuel additives or DIY attempts at clearing codes or cleaning the DPF itself only for us to carry out or get involved with the car when damage has already been done, once the DPF is damaged, it is not something that can generally be repaired and usually requires replacement, by the time this has become apparent it is often too late and the work has been carried out, we can usually verify DPF health using pressure but if it is blocked we may not see it until we have attempted to clean.

We cannot be held responsible for fuel additives that have been introduced by the customer / owner/ driver, if fuel additives are in the cars fuel tank then it will be insisted upon that the tank should be brimmed to dilute the cleaning fluid, it is up to the customer / owner / driver to be upfront and truthful on the disclaimer.

If the car is new to the current keeper and the history is unknown or if it is unknown if fault codes have been deleted etc then it will have to be strongly expressed that we cannot assume anything and as always we can only go on the information, fault codes and data we have stored in the ECU, and that we must be prepared for the eventuality of other faults arising that we were unable to be aware of.

Please make sure you have read and understood all of the above and the DPF disclaimer before signing.

Signed	
Dated	

DPF Cleaning Check List

Pre-Cleaning Checks:	Y/N	Value	Advice
Fault Codes Stored in System			
Visual Check of Boost System			
Oil Level / Condition			
Air Filter Condition			
Live Data DPF Pressure @ Idle			
Live Data DPF Pressure @ 2,500 RPM			
Live Data DPF Pressure with Pipes removed			
Manual DPF Pressure @ Idle			
Manual DPF Pressure @ 2,500 RPM			
Coolant Temp Reading			
Live Data EGR Value			
Live Data MAF Sensor			
Live Data Turbo Boost Pressure			
Post Cleaning Checks:	Y/N	Value	Advice
Manual DPF Pressure @ 2,500 RPM			
DPF Back Pressure @ Idle			
DPF Back Pressure @ 2,500 RPM			
DPF Back Pressure @ 3,000 RPM			
Clear Fault Codes			
Reset DPF Data			

Notes: