Original Equipment Manufacturer (OEM) Mileage / Hours Cleaning Recommendations

Original Equipment Manufacturer (OEM) by Engine         Milesge/Hours Cleaning Recommendations*           CATERPILLAR C-15, C-13, C-9, C-7         150,000 miles/ 4500 hours for on highway truck application*.           80,000 miles/ 2400 hours for severe service application*.         200,000 miles/ 2400 hours for severe service application*.           SIGE, ISS, ISS, ISS, ISS, ISS, ISS, ISS, IS						
C-15, C-13, C-9, C-780,000 miles/2400 hours for severe service application*:80,000 miles/2400 hours for severe service application*:200,000 miles/6,500 hours for severe service application*:1000 miles/2,2400 hours for severe service application*:200,000 miles/6,500 hours for severe service application*:1000 miles/2,200 hours for severe service application*:300,000 miles/6,500 hours for severe service application*:1000 miles/2,200 hours for severe service application*:300,000 miles/6,500 hours for severe service application*:1000 miles/2,200 hours for severe service application*:120,000 miles for the first service. Every 100,000 miles for the first service. Every 100,000 miles/6,500 hours1000 miles/2,200 hours for severe service application200,000 miles/6,500 hours for severe service application. 75,000 miles/2,240 hours for severe service application.1000 miles/2,200 hours for severe service application. 		Original Equipment Manufacturer (OEM) by Engine		Mileage/Hours Cleaning Recommendations*		
ISB, ISC, ISL, ISM, ISX       75,000 miles/ 2,420 hours for severe service application*.         ISB, ISC, ISL, ISM, ISX       300,000 miles/ 9,000 hours for on highway truck application*.         ISB, ISC, ISL, ISM, ISX       300,000 miles/ 9,000 hours for on highway truck application*.         ISB, ISC, ISL, ISM, ISX       300,000 miles/ 9,000 hours for on highway truck application*.         ISB, ISC, ISL, ISM, ISX       120,000 miles/ 6,500 hours for severe service application*.         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 6,500 hours for on highway truck application.         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 6,500 hours for on highway truck application.         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 6,500 hours for on highway truck application.         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 4,500 hours         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 4,500 hours         ISB, ISC, ISL, ISM, ISX       250,000 miles/ 4,500 hours         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 4,500 hours         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 4,500 hours         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 4,500 hours         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 4,500 hours         ISB, ISC, ISL, ISM, ISX       200,000 miles/ 4,500 hours         ISB, ISC, ISL, ISM, ISS, ISB, ISB						
DD13, DD15, DD1660,000 miles/ 2,000 hours for severe service application**.GMC DURAMAX120,000 miles for the first service. Every 100,000 miles afterward.JD5D-TF, J08E-TV, J08E-TW200,000 miles/ 6,500 hoursJD5D-TF, J08E-TV, J08E-TW200,000 miles/ 6,500 hoursMaxxForce 5, 7, DT, 9-13200,000 miles/ 6,500 hours for severe service application. 75,000 miles/ 4,500 hoursMaxxForce 5, 7, DT, 9-13150,000 miles/ 4,500 hoursMACK J05DT, J08EU150,000 miles/ 4,500 hoursMACK J05DT, J08EU250,000 miles/ 4,500 hoursMACK J05DT, J08EU250,000 miles/ 4,500 hoursMACK J05DT, J08EU250,000 miles/ 4,500 hoursMACK J05DT, J08EU150,000 miles/ 4,500 hoursMACK PX-8, PX-8200,000 miles/ 4,500 hoursMACK PDF's trap soot from the exhaust and ash from motor oll hout set or is burned of during the truck's operations, but ash stays in the filter hours/bere and the motor oll hous to sot is burned of during the truck's operations, but ash stays in the filter hours/bere accumulated sot is passive or force dregeneration. The accumulated sot is passive or force dregeneration. Severe service application was soft in trucks as abus tash sin the filter hours/bere and reacumulated sot is is usually hot enough to burn of most soot in "passive regeneration. Hours was the start stap in highway trucks exhaust temperatures can trigger active or passive regeneration. DPF needs to be cleaned regularly, through either active, passive or forced regeneration for motor oll hrough periodic servicing to maintain performance. The persoing or forced regeneration for motor oll hrough periodic servicing to maintain performance. The persoing or force						
DURAMAXEvery 100,000 miles afterward.HINO JOED-TF, JORE-TV, JORE-TV, JORE-TV200,000 miles/ 6,500 hoursINTERNATIONAL MaxxForce 5, 7, DT, 9-13200,000 miles/ 6,500 hours for on highway truck application. 75,000 miles/ 2,240 hours for severe service application. 75,000 miles/ 4,500 hoursINTERNATIONAL MaxxForce 5, 7, DT, 9-13200,000 miles/ 4,500 hoursINTERNATIONAL MaxxForce 5, 7, DT, 9-13200,000 miles/ 4,500 hoursINTERNATIONAL MaxxForce 5, 7, DT, 9-13150,000 miles/ 4,500 hoursINTERNATIONAL MaxxForce 5, 7, DT, 9-13250,000 miles/ 4,500 hoursINTERNATIONAL MaxxForce 5, 7, DT, 9-13250,000 miles/ 4,500 hoursINTERNATIONAL MaxxForce 7, ND, 9-13250,000 miles/ 4,500 hoursINTERNATIONAL MaxxForce 7, JOEU200,000 miles/ 4,500 hoursINTERNATIONAL MOUND JOEDT, JOBEU150,000 miles/ 4,500 hoursINTERNATIONAL Mox soci is burned of during the truck's operations, but ash stays in the filter honeycomb subtrate and ash from motor oil. Most soci is burned of during the truck's operations, but ash stays in the filter honeycomb subtrate and is removed through periodic servicing to maintain performance. The DPF heres to be cleaned regularity, through enternation. Highway trucks exhaust temperatures can trigger active or passive regeneration. Highway trucks, delivery trucks, centent trucks, waste management – where the regeneration process is fore and emergency service vehicles, delivery trucks, centent trucks, waste management – where the regeneration. DPFitterFIX is dedicated to testing a cleaning your DPFs and DDCs according to CEM approved FSX Complete Cleaning system.				300,000 miles/ 9,000 hours for on highway truck application*. 60,000 miles/ 2,000 hours for severe service application**.		
J05D-TF, J08E-TV, J08E-TW200,000 miles/ 6,500 hoursINTERNATIONAL MaxxForce 5, 7, DT, 9-13200,000 miles/ 6,500 hours for on highway truck application. 75,000 miles/ 2,240 hours for severe service application. 75,000 miles/ 2,240 hours for severe service application.INTERNATIONAL 				·		
MaxForce 7, DT, 9-1375,000 miles/ 2,240 hours for severe service application.ISUZU 4HK1-TC, 6HK1-TC150,000 miles/ 4,500 hoursMACK JOSDT, JOBEU250,000 miles/ 4,500 hoursPACCAR PX-8, PX-6200,000 miles/ 4,500 hoursVOLVO JOSDT, JOBEU150,000 miles/ 4,500 hoursVOLVO JOSDT, JOBEU150,000 miles/ 4,500 hoursPress, PX-6200,000 miles/ 4,500 hoursVOLVO JOSDT, JOBEU150,000 miles/ 4,500 hoursVOLVO JOSDT, JOBEU150,000 miles/ 4,500 hoursVOLVO JOSDT, JOBEU150,000 miles/ 4,500 hoursVERE SERVICE APPLICATION: Exhaust in highway trucks is usually hot enough to burn off most soot in "passive regeneration. Highway trucks exhaust temperatures can trigger active or passive regeneration.PFs trap soot from the exhaust and ash from motor oil. Most soot is burned off during the truck's operations, but ash trough periodic servicing to maintain performance. The active or passive regeneration.SEVERE SERVICE APPLICATION: Mileage can by reduced by as much as 50% in trucks that start / stop / idle, such as busses, tre and emergency service vehicles, delivery trucks, cement trucks, waste management—where the regeneration trucks, waste management—where the regeneration torced regeneration.DPFilterFIX is dedicated to testing & cleaning your DPFs and DOCs according to OEM approved FSX Complete Cleaning System.				200,000 miles/ 6,500 hours		
4HK1-TC, 6HK1-TC150,000 miles/ 4,500 hoursMACK J05DT, J08EU250,000 miles/ 4,500 hoursPACCAR PX-8, PX-6200,000 miles/ 6,500 hoursVOLVO J05DT, J08EU150,000 miles/ 4,500 hoursVOLVO DFFs trap soot from the exhaust and ash from motor oil. Most soot is burned off during the truck's operations, but ast stays in the filter' honeycomb substrate and is removed through periodic servicing to maintain performance. The DPF needs to be cleaned regularly, through either active, passive or forced regeneration. The accumulated soot is burnt off at high temperature (around 600°c) to leave only a residue of ash, effectively renewing or regenerating the filter, ready to take on more pollution from the engine.DefilterFIX is dedicated to testing & cleaning your DPFs and DOCs according to OEM approved FSX Complete Cleaning System.						
J05DT, J08EU250,000 miles/ 4,500 hoursPACCAR PX-8, PX-6200,000 miles/ 6,500 hoursVOLVO J05DT, J08EU150,000 miles/ 4,500 hoursHow Diesel Particulate Filters (DPFs) Work DPFs trap soot from the exhaust and ash from motor oil. Most soot is burned off during the truck's operations, but ash stays in the filter' honeycomb substrate and is removed through periodic servicing to maintain performance. The DPF needs to be cleaned regularly, through either active, passive or forced regeneration. The accumulated soot is burnt off at high temperature (around 600°c) to leave only a residue of ash, effectively renewing or regenerating the filter, ready to take on more pollution from the engine.250,000 miles/ 4,500 hoursPFilterFIX is dedicated to testing & cleaning your DPFs and DOCs according to OEM approved FSX Complete Cleaning System.Preside can be regeneration. System.				150,000 miles/ 4,500 hours		
PX-8, PX-6200,000 miles/6,500 hoursVOLVO JO5DT, J08EU150,000 miles/4,500 hoursHow Diesel Particulate Filters (DPFs) Work DPFs trap soot from the exhaust and ash from motor oil. Most soot is burned off during the truck's operations, but ash stays in the filter' honeycomb substrate and is removed through periodic servicing to maintain performance. The DPF needs to be cleaned regularly, through either active, passive or forced regeneration. The accumulated soot is burnt off at high temperature (around 600°c) to leave only a residue of ash, effectively renewing or regenerating the filter, ready to take on more pollution from the engine.200,000 miles/6,500 hoursDFFilterFIX is dedicated to testing & cleaning your DPFs and DOCs according to OEM approved FSX Complete Cleaning System.DFFilterFIX is dedicated to testing & cleaning your DPFs and DOCs according to OEM approved FSX Complete Cleaning System.				250,000 miles/ 4,500 hours		
J05DT, J08EU150,000 miles/ 4,500 hoursHow Diesel Particulate Filters (DPFs) Work DPFs trap soot from the exhaust and ash from motor oil. Most soot is burned off during the truck's operations, but ash stays in the filter' honeycomb substrate and is removed through periodic servicing to maintain performance. The DPF needs to be cleaned regularly, through either active, passive or forced regeneration. The accumulated soot is burnt off at high temperature (around 600°c) to leave only a residue of ash, effectively renewing or regenerating the filter, ready to take on more pollution from the engine.*HIGHWAY TRUCK APPLICATION: Exhaust in highway trucks is usually hot enough to burn off most soot in "passive regeneration. Highway trucks exhaust temperatures can trigger active or passive regeneration.SEVERE SERVICE APPLICATION: Mileage can by reduced by as much as 50% in trucks that start / stop / idle, such as busses, fire and emergency service vehicles, delivery trucks, cement trucks, waste management—where the regeneration process is not complete, putting the engine into LIMP mode, requiring forced regeneration.DFilterFIX is dedicated to testing & cleaning your DPFs and DOCs according to OEM approved FSX Complete Cleaning System.				200,000 miles/6,500 hours		
<ul> <li>How Diesel Particulate Filters (DPFs) Work</li> <li>DPFs trap soot from the exhaust and ash from motor oil.</li> <li>Most soot is burned off during the truck's operations, but ash stays in the filter' honeycomb substrate and is removed through periodic servicing to maintain performance. The DPF needs to be cleaned regularly, through either active, passive or forced regeneration. The accumulated soot is burnt off at high temperature (around 600°c) to leave only a residue of ash, effectively renewing or regenerating the filter, ready to take on more pollution from the engine.</li> <li>Superior is usually hot enough to burn off most soot in "passive regeneration. Highway trucks exhaust temperatures can trigger active or passive regeneration.</li> <li>Severe Service APPLICATION: Mileage can by reduced by as much as 50% in trucks that start / stop / idle, such as busses, fire and emergency service vehicles, delivery trucks, cement trucks, waste management — where the regeneration process is not complete, putting the engine into LIMP mode, requiring forced regeneration.</li> <li>DPFilterFIX is dedicated to testing &amp; cleaning your DPFs and DOCs according to OEM approved FSX Complete Cleaning System.</li> </ul>				150,000 miles/ 4,500 hours		
Call DPFilterFIX (434) 942-2323 DPFilterFIX.com		DPFs trap soot from the exhaust and ash from motor oil. Most soot is burned off during the truck's operations, but ash stays in the filter' honeycomb substrate and is removed through periodic servicing to maintain performance. The DPF needs to be cleaned regularly, through either active, passive or forced regeneration. The accumulated soot is burnt off at high temperature (around 600°c) to leave only a residue of ash, effectively renewing or regenerating the filter,		is usually hot enough to burn off most soot in <sup>e</sup> passive regeneration. Highway trucks exhaust temperatures can trigger active or passive regeneration. <b>SEVERE SERVICE APPLICATION:</b> Mileage can by reduced by as much as 50% in trucks that start / stop / idle, such as busses, fire and emergency service vehicles, delivery trucks, cement trucks, waste management—where the regeneration process is not complete, putting the engine into LIMP mode, requiring forced regeneration. <b>DPFilterFIX is dedicated to testing &amp; cleaning your DPFs</b> <b>and DOCs</b> according to OEM approved FSX Complete Cleaning		
		Call DPFilterFIX (434) 942-2323		DPFilterFIX.com		