



26th March 2020

DPF systems are designed to remove ninety percent of carbon particles (soot) from diesel engine exhaust. They are critical in helping automakers meet federal guidelines for clean burning diesel vehicles. Most DPF systems function in a similar manner, even though there are several different designs. Ideally, soot particles are trapped by the filtration element and exhaust gases can flow through and exit the tailpipe. Typically, the DPF contains wall fibres that attract larger soot particles as they enter the housing, but some models use systems that contain a loose web assembly which fills virtually the entire housing. The ports in the filtration device are of a precise size so that larger soot particles are trapped and exhaust gases flow through. When the filtration element is saturated with a certain degree of soot particles, it becomes partially clogged and exhaust pressure increases. The DPF system uses a pressure sensor to monitor DPF back pressure. When back pressure reaches a certain level, the PCM activates the regeneration process for the filtration element. Temperatures inside the DPF must reach approximately 1,200-degrees Fahrenheit for the filtration element to be regenerated effectively. In some cases, the vehicle may not be driven for long enough periods of time to trigger the regeneration process or the vehicle may be switched off prior to its completion. In such cases a warning light may appear on the dash and require a manual regeneration of the DPF system. In instances where this is required you will find a work instruction below to assist you in triggering the DPF regeneration process. If at any stage, you are unsure about the instructions of the need to complete a DPF regeneration please contact your local Great Wall Dealer.



Note

This is a quick user's guide and doesn't replace the owner manual.

DPF Warning Lamp Condition

Operation is required when the SVS light and/ or the MIL light are illuminated at the same time.



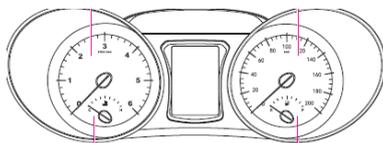
Action Required

Step 1

- Select a flat secure open position to park the vehicle clear from combustibles; switch the shift lever to neutral, stop the engine and apply the parking brake:
- Stop engine for 10 minutes
- Check the engine oil level
- If oil level is correct please continue to next step, if level is above the full limit contact your local dealer

Step 2

- Ensure the transmission gear shift lever is in neutral
- Warm engine to the first increment of the coolant temperature gauge (+30 Deg)



Step 3

- If the AC switch is on, please switch to off position
- Stop the engine and turn the ignition switch to lock mode for 20 seconds





Step 4

- Complete the following within 30 seconds:
- Confirm that the gear selector is in “N” position. (don’t depress the clutch)
- Turn the ignition switch from “lock” to “on” position to “lock” twice
- Ensure that the ignition switch is in “Lock” position after you finish the second operation.



Step 5

- Depress the clutch pedal, then turn the ignition switch to “on” to start the engine



- Release the clutch pedal within 5 seconds of engine starting.
- Turn on the AC switch
- The vehicle should enter the regeneration process, the engine speed will rise to 2000 RPM automatically and the engine speed will not return to normal speed until the regeneration process is complete. The regeneration process is about 10-20 minutes and the engine speed will be automatically reduced to the idle state after the end of the regeneration process.

Step 6

- Stop the engine and turn the ignition switch to the ON mode. If the engine maintenance warning lamp does not flash, it indicates a success of the DPF regeneration, and that the vehicle can be used normally. (please repeat from step 3 if engine light still on)



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Attention:

1. In Step 4, when the vehicle enters the regeneration process, do not operate the clutch, the brake, the accelerator pedal or gear shift etc. or the regeneration process will be interrupted
2. During the process of regeneration, if you need to use the vehicle urgently, you can interrupt the regenerating process by depressing the clutch pedal, the brake pedal or accelerator pedal etc. If you interrupted the vehicle regeneration the fault will not disappear, and you need to complete regeneration when you have time.

Warning:

Vehicle will reach high temperature during DPF regeneration and hotgas will spill out from under the vehicle, this is a normal condition. Therefore, it is not suitable to complete vehicle regeneration in a garage or closed environment. Also, please avoid any area that may have combustible materials under the vehicle, very important to pay attention to this condition when the climate is very arid, to avoid the risk of fire. People and livestock should keep away from the exhaust outlet to avoid risk of injury.