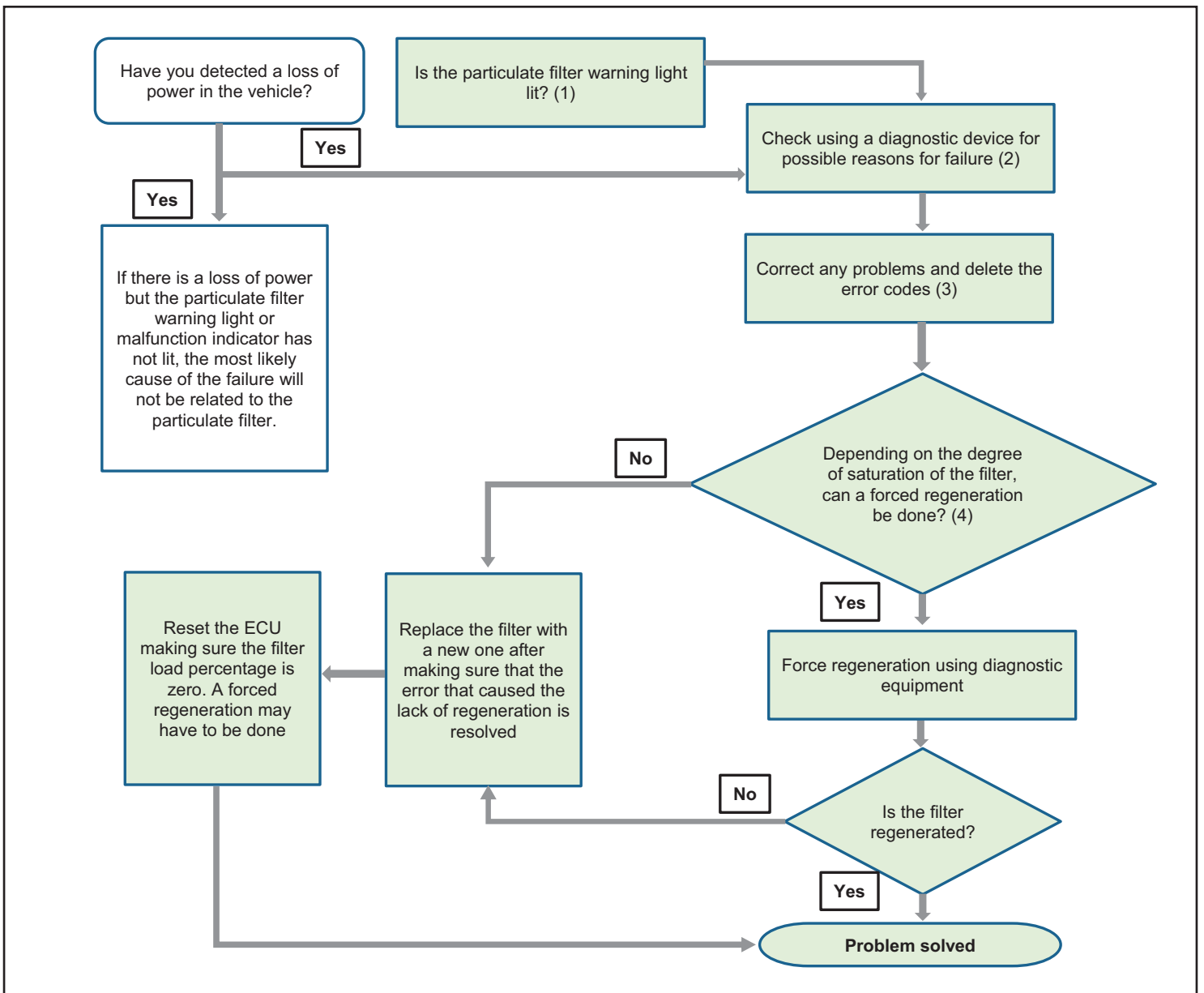
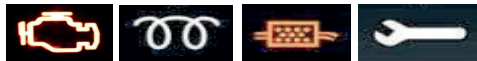


# 🇬🇧 Particulate filters • Diagnostic



Usually, faults with particulate filters are due to electrical or mechanical problems in the peripheral system components or in other parts of the vehicle. Before replacing the particulate filter, make sure of the fault and correct it by using the appropriate diagnostic equipment for the vehicle.

- (1) Depending on the manufacturer of the vehicle and the type of fault, the warning lights indicating a system malfunction may vary. These include the following:



- (2) Some of the reasons for filter faults are: Faulty temperature probes, differential pressure probe failure, rupture or blockage in the pressure tubes, O2 probe failure, flowmeter failure, faulty EGR valve, use of unsuitable oils and fuels, lack of additive and problems in the turbo.

- (3) Some of the error codes that may appear on the OBD system are: P0470, P0471, P1498, P2002, P-2452, P2452-6, P2458-63, P2033, P242A, P242F, P244A and P244D.

- (4) Check the filter saturation level after which point a forced regeneration is not recommended by the manufacturer.

Guarantees are not given for blocked filters, as these occur as a result of failures in the aforementioned peripheral systems that prevent proper filter regeneration. When replacing a particulate filter, you should follow the manufacturer's instructions, which vary according to the type of filter. In many cases, you will have to reset the ECU, zero the filter loading and perform a forced regeneration cycle.

If you do not correct the problem that caused the system failure, but replace the particulate filter, the problem will return in a short time. If the vehicle is used a lot for short trips or for driving in towns, it is recommended to periodically take it out on a main road for about 15 minutes to regenerate the filter.

Any return of a particulate filter must be accompanied by the appropriate diagnostic data.