

DOING IT RIGHT

Despite the rise of EVs, garages will need to keep up to date with the latest developments around exhaust systems, and diesels are not going away either



Commenting on the diesel particulate filter (DPF), opportunity emanating from the number of diesel vehicles on UK roads, Doug Bentley, Head of Research and Development at Klarius Products, said: "The popularity of diesel cars in the UK has well and truly peaked, but they still form a large proportion of the car parc."

"It's clear that garages will need to maintain these vehicles for a long time to come. This will involve repairing complex exhausts featuring DPFs, but thankfully, Klarius Products can provide the products and knowledge to help."

Complete replacement

Doug continued: "According to government data, 8% of all new UK car registrations in 2022 were diesels, and as of Q1 2023, there were 10.67 million privately owned diesel cars on the road. Many of these vehicles adhere to Euro 5 emissions standards or above and will feature a DPF that will need to be maintained or replaced when it reaches its end of life. Unfortunately, over time, DPFs can become clogged with ash. The driver is usually notified of this via a check engine light or limp home mode. Like most faults, it's more common on high mileage diesel cars, usually with 80,000 to 100,000 miles. It also manifests on vehicles that make numerous short journeys, which don't generate the

Above:
DPF cleaning
from Ivor Searle

heat required for DPF regeneration.

"If driving style or mileage aren't to blame, a sensor is probably the culprit. A faulty temperature or pressure sensor can adversely affect the active regeneration process. Failed sensors can also cause a fuelling issue, which can heat the internal DPF to melting point. Once the cause of the DPF failure has been identified, there are numerous fixes, like sensor replacement. Forced regeneration is another option, where diagnostic equipment induces the process to hopefully clear the device. However, in some cases, a complete replacement may be required."

Doug added: "Specifying a new DPF can be a minefield. However, choosing a type-approved replacement that has been tested on real-world vehicles of correct make, model and production year will ensure a replacement that fits and functions correctly. For this eventuality, Klarius Products provides an exceptional range of DPF replacements that meet or exceed OEM performance. More than that, Klarius has a dedicated technical helpline on 01538 752 561, with experts ready to support repair garages in problem solving, system identification and DPF ordering." For more information, visit: www.klarius.eu

Huge increase

Changing requirements could mean big changes in the

world of DPFs, as Mark Blinston, Commercial Director at BM Catalysts, noted: "With new diesel legislation being rolled out across Europe, the automotive aftermarket is experiencing a shift in demand, with new products being brought to market to enable technicians to meet the new requirements. This, in turn, has resulted in significant market growth for replacement DPFs."

"Belgium, The Netherlands, Switzerland, and most recently, Germany, have now implemented new Particle Number (PN) counters as part of their roadworthiness periodic technical inspections, and as a result, higher failure rates have already been reported, with vehicles failing to meet the new Euro 5a, 5b or 6 requirements. These changes are expected to hit closer to home in due course, with the UK currently consulting over implementation as part of the MOT test, with current suggestions predicting vehicles that are type approved to Euro 5b and Euro 6 onwards as the basis."

Mark continued: "If the average failure rate for Euro 5 and 6 is 10%, then this will create a huge increase in the demand for replacement DPFs. If a vehicle fails the test, the only way to pass it will be to replace the DPF. In the UK there are over four million Euro 5b or 6 diesel passenger cars, so the potential market for these parts could be very significant. What's more, in Europe, there are over 280 million vehicles in use and diesel engines are approximately 19% of these. With this in mind, substantial parts growth is to be expected."

"BM Catalysts, who is an affiliated member of the

Westminster Commission for Road Air Quality (WCRAQ), set-up to improve air quality in the UK, is committed to reducing emissions and is therefore continuing to invest in new technologies to ensure the market can keep pace with these changes, and already has plans in motion to introduce a number of key product ranges in the coming years. What's more, since being introduced to its ever-expanding range, BM Catalysts' Selective Catalytic Reduction (SCR) references have continued to grow in popularity in line with market forecasts, with notably strong sales reported across the UK and Europe."

Mark added: "These legislative changes are already driving demand for a whole range of hot end emission products, and it's important that we look ahead and make these key investments to ensure we're perfectly positioned to help serve the market and reduce emissions where possible." For more information, visit:

www.bmcatalysts.co.uk

Customer satisfaction

Colin Cottrell, Marketing Director at LKQ Euro Car Parts said: "A DPF check has been part of the MOT since 2014, demonstrating how critical it is to the safe and effective function of a diesel vehicle. Technicians should ensure they're clued up on the process, so that they are always providing a service best suited to changing customer needs."

Colin continued: "For independent garages, being able to offer carbon cleaning as a core service is a great way to

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