



DIESEL PARTICULATE FILTER (DPF) CLEANING

MODEL

E90 (3 Series sedan 335d)	E70 (X5 xDrive 3.5d)	F30 (3 Series Sedan 328d)	F31 (3 Series Touring 328d)
F15 (X5 xDrive 3.5d)	F25 (X3 xDrive 2.8d)	F10 (5 Series 535d)	F02 (7 Series 740xd)

SITUATION

The following performance issues may be noticed by the customer:

- CC-Message "Drive faulty"
- Engine jerking or a lack of power over the whole engine speed range
- Malfunction indicator lamp (MIL) is illuminated

The following fault codes may be stored in the DDE:

N47T/N57T engine

Main Faults:

- 245700 - Particle filter system: particulate filter highly loaded (Exhaust backpressure high)
- 258300 - Exhaust backpressure sensor, Signal: Signal too high

Secondary Faults:

- 244C00 - Charging pressure control, control deviation: charging pressure too low/positive deviation
- 25DA00 - Exhaust gas difference pressure sensor particle filter, Signal: short circuit to plus pole

M57Y engine

Main Faults:

- 480A particle filter system
- 481A particle filter system

Secondary Faults:

- 4530 charging pressure control, control deviation
- 429A charging pressure control low pressure stage, control deviation

CAUSE

Clogged DPF

CORRECTION

Chemical cleaning of DPF. Refer to SI B04 05 17 for tool information

INFORMATION

This information only concerns diesel particulate filters which are clogged up with soot, where the regeneration cannot be initiated, either periodically in the vehicle or manually using the workshop diagnosis system (forced regeneration).

A DPF that reaches the end of its service life, is completely loaded with ash (non-combustible mineral substances) and therefore creates a high counter pressure, CANNOT be regenerated using this cleaning method!

An increased DPF load always represents an effect and not a cause! The cause is usually one or more of the following:

- Faults in the air or fuel system
- Faults in the cooling system
- Unfavorable driving profile (short-distance driving).

PROCEDURE



Note: Before initiating this procedure verify the following potential causes (indicated by

fault memory entries) have been eliminated:

- Preheating system problems
- Faulty coolant thermostat
- EGR, charging pressure, air mass detection, exhaust turbocharger control flaps and the vacuum system problems

PREPARATION:

For vehicles where the oil is thinned with diesel fuel, perform an oil change.

REPAIR:

1. Perform diagnosis with the current ISTA version.

Are both fault codes 480A, 481A (E-series), or 245700, 258300 (F-series), stored with the status "currently not present"?

YES- Go to step 2.

NO - Go to step 3.

- Request and perform DPF regeneration with the aid of the ISTA service function (ABL manual selection) –

M57Y engine

Drive | DDE | Particulate filter | Regeneration of the particulate filter

Diesel particulate filter: Regeneration ABL-DIT-B1363_D6CSFREG

N47T/57T engine

Drive | DDE | Diesel particulate filter | Regeneration of the diesel particulate filter

Diesel particulate filter: Request regeneration ABL-DIT-AS1365_D73CSFRE

Was the regeneration successful?

YES- Reassess the vehicle to determine if the problem has been eliminated.

NO - Go to step 3.

- Perform a chemical cleaning according to REP 18 31 700 "Clean diesel particulate filter".



Caution - Since repeated chemical cleaning can result in permanent damage to the filter ceramics, this method may only be used ONCE!

The cleaning operation must always be documented in the Service Booklet and in the vehicle records!

- Perform a regeneration by constant-speed driving, following recommendations in SI B18 03 10 as well as the functional description (FUB) "Service instructions for a diesel particulate filter" - until the status of the fault memory changes to "currently not present".

PARTS INFORMATION

Part Number	Description	Quantity
83 19 2 211 602	DPF Cleaning solution	6*

*Only one cleaning solution bottle is need per DPF cleaning.

WARRANTY INFORMATION

This service information bulletin provides technical, diagnostic and/or repair-related information.

Eligible and Covered Work/Repairs

To submit a claim for a repair with a verified defect in materials or workmanship, please following the established and applicable warranty policy and procedures together with the using corresponding defect code and labor operations provided in the KSD2.

Consequential Repair

Defect Code:	Refer to KSD2	Defect Code that applies to the repair work which necessitated the additional work procedure below to be performed
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When repairs, specifically to address problems related to the:

- A. Preheating system;
- B. A faulty coolant thermostat; and/or the
- C. EGR, charging pressure, air mass detection, exhaust turbocharger control flaps or the vacuum system;

Are performed and covered under the terms of the BMW New Vehicle Limited Warranty for Passenger Cars and Light Trucks, if the following procedure also needs to be performed, it is then claimable in conjunction with the covered repair.

Labor Operation:	Labor Allowance:	Description:
18 31 700	Refer to KSD2	Clean diesel particulate filter (after vehicle diagnosis) (includes connecting an approved battery charger/power supply and performing a vehicle test, test module and quick delete)



Note: If the “cause” is the result of an unfavourable driving profile (short-distance driving),

the above work procedure is not claimable.

And:

Sublet – Bulk Materials

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Sublet Code 4	See sublet reimbursement calculation below	Reimbursement for the repair-related bulk materials (BMW part number(s), please do not use the part numbers for claim submission)
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Sublet reimbursement calculation for claiming the “used quantities” of repair-related bulk materials (BMW part numbers) is at dealer net plus your center’s handling.

Enter this material cost in sublet and itemize the amount on the repair order and in claim comment section.

ATTACHMENTS

View PDF attachment [18 31 700 Clean diesel particulate filter](#).

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