



Volvo Trucks. Driving Progress

WHY YOU NEED OUR DIESEL PARTICULATE FILTER CLEANING SYSTEM



Long term competitiveness

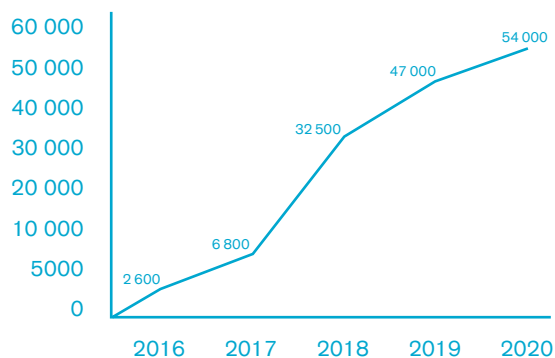
For service workshops, Diesel Particle Filter cleaning, testing and inspection is a quickly growing market that offers excellent business opportunities and a fast return of investment. Your customers would certainly enjoy minimising unscheduled downtime, and expanding your service array opens up new ways for you to increase your share of consumer: you're giving them one less reason to look elsewhere.

Return on investment

The number of filters that need to be cleaned to reach ROI will differ from market to market, and be effected by competition form, 3rd party cleaners and market price. You will have a competitive advantage as your equipment and operation is the only process that is approved

by Volvo. It is possible to reach ROI even faster by cleaning filters for Volvo busses and filters from other workshops – or other manufacturers.

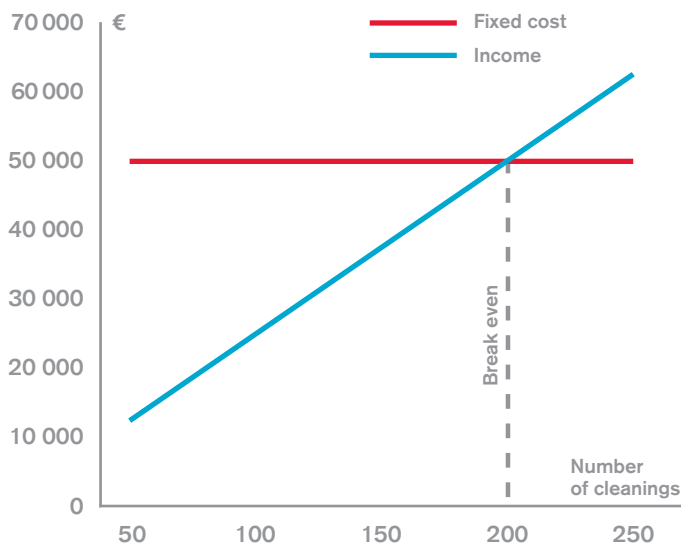
Volvo Trucks DPF cleaning volumes in Europe



ALL YOU NEED IS HARDWARE

The recommendation is that you start with the basic FSX equipment: TrapTester, TrapBlaster and SootSucker. The oven (TrapBurner) is optional, and mainly used for when you are cleaning filters for others and won't be mounting them back in your own workshop – as the oven removes external soot, the filter looks much cleaner. The FSX equipment needs a lot of air while cleaning, so you might find an additional compressor useful. The cleaning should be done in a separate room for optimal workshop environment.

Profitability



The fixed cost is the investment of €50.000 for the basic FSX kit and a new compressor. Your income per cleaning is calculated as €250 (the ~€300 you charge your customer minus the ~€50 for your labor, electricity and service costs). This means you will break even at 200 cleanings and be in clear profit from there on.

Process

01.

Visual check of the filter – does it meet core quality criteria or should a new one be used?

02.

Check back pressure.

03.

Check filter for cracks by blowing air from below. If cracks are present, a new filter should be used.

04.

Start the cleaning process with air from above and below.

It is finished when the filter stops releasing ash (~20 minutes).

05.

Re-check back pressure

06.

Reset ash level with TechTool when re-mounting.

How to order

For more information on FSX equipment and ordering, see Truck Shop Europe.

VOLVO

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