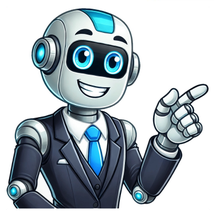
I'm not a bot



To replace the air filter, turn off the engine and allow it to cool, remove the air filter cover, take out the old filter, clean the housing, insert the new filter, and reattach the cover securely. Dec 30, 2013 / DPF Regen #1 I read the manual on my M7060 and I think I have a basic understanding of how it works and when to perform the Regen. Any of you have any experience with this? Dec 31, 2013 / DPF Regen #2 If it is like my M135GX it's almost a non-issue except that it takes about 15 minutes for a regen so I plan ahead to make sure I am doing something rather than waste fuel doing a static regen. I've never had mine regen while doing something easy like stacking bales so I don't know how it handles a job like that. My regens have been chopping hay, baling hay, plowing and disking., all under a pretty good load except for corners which did not cause me to change my method. I do set one of the lines on my display to DPF %plugged so I can predict the event. Once it is regenerating, however, I only know it is happening by the indicator light, the flashing %plugged display and a slight change in exhaust note. A habit I have is to press auto whenever I start so I don't forget about it when a regen is due but I did forget one day. I noticed the regen was due when a light started flashing so I punched the auto button and the regen started like normal. Dec 31, 2013 / DPF Regen #3 Thanks for the reply, on an average how many hours of engine time do you think the regen occurs? Dec 31, 2013 / DPF Regen #4 Thanks for the reply, on an average how many hours of engine time do you think the regen occurs? I have an SVL90 that has the DPF, I only have 150 hrs on it and its only gone into regen mode twice. If you lug your machine or let it idle a lot it will go into regen mode more often. I do have the ability to postpone it if I'm not running hard or if I'm about to stop working, other than that, when it is doing it I don't even notice it. Dec 31, 2013 / DPF Regen #5 If you own a Kubota SVL75 compact track loader, you already know its a reliable and versatile machine built for tough jobs in construction, landscaping, and agriculture. However, factory-installed emissions systems like the Diesel Particulate Filter (DPF) and Exhaust Gas Recirculation (EGR) can hold back its true potential, sapping power, increasing maintenance costs, and reducing efficiency. At TM AG Tuning, we specialize in DPF and EGR deletes for the Kubota SVL75, offering remote tuning services that boost horsepower to an impressive 99HP while eliminating the headaches of emissions equipment. Plus, we provide high-quality stainless steel replacement mufflers designed specifically for your SVL75, ensuring long-lasting performance and durability. Ready to transform your skid steer? Lets dive into what DPF and EGR systems are, why removing them is a game-changer, and how TM AG Tuning makes it easy with our remote tuning process.What Are DPF and EGR Systems?Before we explore the benefits of deleting these systems, its important to understand what they do and how they impact your Kubota SVL75.Diesel Particulate Filter (DPF)The DPF is an emissions control device in the exhaust system of your Kubota SVL75. Its job is to trap soot and particulate matter from diesel exhaust to meet strict environmental regulations. Over time, the filter collects this debris and periodically burns it off through a process called regeneration. While this sounds efficient, it comes with downsides: regeneration consumes extra fuel, creates backpressure that reduces engine power, and can lead to costly repairs if the DPF clogs or fails. For a hardworking machine like the SVL75, these interruptions and inefficiencies can slow you down when you need performance the most.Exhaust Gas Recirculation (EGR)The EGR system is another emissions component designed to reduce nitrogen oxide (NOx) emissions. It works by redirecting a portion of the exhaust gases back into the engines combustion chamber, lowering combustion temperatures. While this helps meet emissions standards, it also introduces carbon buildup in the engine, reduces fuel efficiency, and robs horsepower. Over time, EGR-related issues can lead to sluggish performance and increased wear on critical engine components, costing you time and money in repairs.Together, the DPF and EGR systems prioritize emissions compliance over raw performance and reliabilitysomething many Kubota SVL75 owners cant afford to compromise on. Thats where TM AG Tuning comes in.Benefits of Deleting DPF and EGR on Your Kubota SVL75Removing the DPF and EGR systems from your Kubota SVL75 isnt just about bypassing regulationsits about unlocking the machines full potential and making your workday more productive. Heres why a DPF and EGR delete from TM AG Tuning is a smart investment:1. Increased HorsepowerUp to 99HPOut of the factory, the Kubota SVL75 is rated at around 74HP, but emissions equipment restricts its true capability. Without the DPF and EGR holding it back, we can tune your skid steer to deliver up to 99HPa significant power boost that makes a real difference on the job. Whether youre moving heavy loads, grading tough terrain, or running attachments, that extra horsepower gives you the muscle to get it done faster and more efficiently.2. Improved Fuel EfficiencyThe DPFs regeneration cycles burn extra fuel, and the EGRs recirculation process reduces combustion efficiency. By deleting these systems, your Kubota SVL75 runs cleaner and leaner, translating to better fuel economy. Some owners report up to an hour of extra runtime per tanksavings that add up over weeks and months of hard work.3. Reduced Maintenance Costs and DowntimeDPF clogging and EGR carbon buildup are common culprits behind expensive repairs and unexpected downtime. Regeneration failures, sensor issues, and clogged filters can leave your SVL75 sidelined when you need it most. A DPF and EGR delete eliminates these components entirely, simplifying your machine and cutting out the need for frequent cleanings or replacements. Pair that with our stainless steel replacement mufflers, and youve got a rugged, low-maintenance exhaust solution built to last.4. Enhanced Engine LongevityEmissions systems put unnecessary stress on your engine. DPF backpressure strains the exhaust, while EGR carbon deposits wear down internal components over time. Removing them reduces this wear and tear, helping your Kubota SVL75s engine run smoother and last longer. Its a proactive way to protect your investment and keep your skid steer on the job for years to come.5. Better Performance in Tough ConditionsWithout the restrictions of DPF and EGR, your SVL75 breathes freer and responds better, especially in demanding environments. Hot summers, cold winters, dusty job siteswhatever you throw at it, a tuned Kubota SVL75 with deleted emissions systems delivers consistent, reliable power without the hiccups of regeneration or EGR-related lag.How TM AG Tuning Makes It HappenRemote Tuning for Your Kubota SVL75At TM AG Tuning, weve made the DPF and EGR delete process as simple and convenient as possible. No need to haul your Kubota SVL75 to a shop or deal with complicated installs. We bring the solution to you with our remote tuning service. Heres how it works:Step 1: Order Your TunerContact TM AG Tuning to order a custom tuner for your Kubota SVL75. Well ship it directly to your door, pre-loaded with our expertly crafted tune that deletes the DPF and EGR systems and boosts your horsepower to 99HP.Step 2: Plug and PlayOnce your tuner arrives, simply plug it into the diagnostic port of your SVL75. Follow the straightforward instructions we provide, and the tuning process will take care of the rest. No technical expertise requiredweve designed it to be user-friendly for owners and operators alike.Step 3: Upgrade Your ExhaustTo complete the DPF delete, replace your factory DPF with our stainless steel replacement muffler. Crafted from high-grade stainless steel, its built to withstand harsh conditions and optimize exhaust flow, perfectly complementing our tuning for maximum performance. We offer free shipping across North America and a 2-year warranty against cracks or breaks, so you can trust in its durability.Step 4: Hit the Ground RunningWith the tuner installed and the stainless steel muffler in place, your Kubota SVL75 is ready to roll. Enjoy 99HP of raw power, improved efficiency, and a machine thats free from the limitations of DPF and EGR systemsall without ever leaving your property.Why Choose TM AG Tuning?At TM AG Tuning, were not just another tuning companywere specialists in unlocking the hidden potential of Kubota equipment. Heres what sets us apart:Proven Expertise: Our tunes are meticulously developed to maximize performance while keeping your SVL75 reliable.Convenience: Remote tuning means you get professional results without the hassle of shop visits.Quality Parts: Our stainless steel replacement mufflers are engineered for durability and perfect fitment, backed by a 2-year warranty.Customer Support: From ordering to installation, our team is here to guide you every step of the way.Take Your Kubota SVL75 to the Next Level TodayYour Kubota SVL75 deserves to perform at its peak, not be bogged down by emissions restrictions. With TM AG Tunings DPF and EGR delete services, youll unleash 99HP, cut maintenance headaches, and boost efficiencyall with the convenience of remote tuning and the durability of our stainless steel replacement mufflers. Ready to supercharge your skid steer? Contact TM AG Tuning today to order your tuner and get started. Lets make your Kubota SVL75 the powerhouse it was meant to bemore power, less hassle, and a machine thats built to dominate any job site. What is regeneration? Is it a must that it must be performed in a Kubota tractor? How does one know that regeneration is required and how long does it last? How many times is regeneration done in the life of a Kubota tractor? In this article, we shall answer all these questions and provide all other details relating to Kubota engine regeneration and how to correctly perform it whenever required. What is regeneration? Regeneration is a process of restoring the optimum capacity of the DPF by cleaning and emptying the filter by burning the solid trapped particles. To understand the regeneration process, one must know a thing or two about the DPF. DPF DPF stands for Diesel Particulate Filter. It is a device that is fitted into the exhaust system to trap particulate matter and reduce harmful emissions into the atmosphere. The DPF is fitted in diesel engines to trap soot and other matter found in exhaust gases. It is fitted in these engines as part of the global environmental campaigns to reduce the impact of exhaust emissions. Moreover, controlling emissions is part of the motoring standards required by law in different countries. The particulate matter (soot) collects in the filter and must be regularly removed to enable the filter to continue performing its intended purpose at optimum levels. The process of removing the particulate matter to clean the filter is called regeneration. How Regeneration is done? The process of internal combustion releases volumes of gases and another particulate (solid) matter (PM), also called soot. It forms due to the incomplete combustion of diesel at high temperatures in the combustion chamber. The PM accounts for between 50% and 80% of all particles emitted by the engine. The soot is then trapped by the DPF and with time, it accumulates in the filter and has to be removed to retain the filter capacity through regeneration. The process of regeneration involves heating the DPF at very high temperatures to burn the PM and turn it into carbon dioxide gas which is then safely emitted into the atmosphere. This is a thermal process that oxidizes solid PM into a gas, mostly carbon dioxide. This oxidation process occurs through a reaction with nitrogen dioxide or atmospheric oxygen. Atmospheric oxygen is readily available at the exhaust point in sufficient concentrations. Active/auto regeneration uses oxygen at high temperatures to achieve DPF regeneration. On the other hand use of nitrogen dioxide requires low temperatures but requires a catalyst to enable regeneration to continue. This process releases space for the filter to continue trapping more soot from the engine and ensure the engine continues to perform optimally. There are two main regeneration processes that an operator can perform for the Kubota tractor- active or passive/manual. Should the two fail to achieve the intended results, one can still perform a forced regeneration, though its success is dependent on many other factors. DPF in a Kubota tractor The DPF in a Kubota tractor is responsible for the seemingly 'no smoke' seen coming from the exhaust pipe. Gone are the days when black smoke billowing upwards was the key locater of a tractor in the field. Apart from emitting clean exhaust gases, the DPF is responsible for other critical benefits of the Kubota tractor which include: Full engine/operational power with minimal environmental pollution. Improved fuel efficiency. Reduced engine noise. Increased engine power output Minimal gas emissions. How do I know when to perform a DPF regeneration? When the DPF becomes clogged with the PM, or when the filter has a build-up of soot and is nearly full, the regeneration light (orange in color) on the Kubota dashboard will start to blink and beep continuously. This is a warning that the DPF is clogged and requires regeneration. The light and the beep sound will remain until you initiate one of the two options for the regeneration process. Note that the light may also flash if there is a fault in the DPF system. The DPF in a Kubota tractor on average requires regeneration after every 15-20 hours of operation. However, the time-lapse may be shorter or longer depending on the operating conditions and demands at different times. Once the regen light comes on, the operator may press the 'Auto Regen' button or the 'Delay' button on the Kubota. Auto Regen This option should be selected if the Kubota is outdoors and in a safe, non-combustible location. Once selected, the DPF will begin to regenerate automatically until the process is over. Though there is little operator input, the following must be retained: The engine must continue running at an RPM of 1900-2000. This is to ensure the engine temperature is high enough (around 6000C) to aid in the regeneration. The engine should not have extra loads other than running. All accessories such as air-con, onboard accessories, and lights must be put off. The process, which takes about 20-30 minutes, must not be interrupted until it is over. Manual Regeneration The operator may opt to press the 'Delay' button and carry out a manual regeneration later. This option is selected when the operator feels it is not safe to carry out the regeneration process, based on the operating manual. For instance, if the Kubota is indoors, in a shed, or in a combustible area, the regen should be delayed. Once ready to begin manual regeneration, the operator should do the following: Stop and place the Kubota tractor on level ground. Put the tractor into neutral gear. Apply the tractor parking brake. Turn the manual regeneration switch to begin the process (if having a modern Kubota, wait for the 'Parked Regeneration' switch to flash and then press it) The regeneration will begin. The engine RPM will rev upwards as more fuel is sent to the exhaust system to help generate enough heat to burn the soot. During this process do not touch or engage any levers, throttle, or switches. The engine RPM should not be adjusted. The 'Regen' light will remain on throughout the process. Note that if any of these interruptions occur, the regeneration process has to be repeated. Once the light goes off, the manual regeneration process is over. It is now safe to continue with the Kubota operations. The regeneration process restores the DPF capabilities to absorb PM and enable the engine to run at optimum levels for efficiency. Apart from engine efficiency and increased output, the DPF is a legal requirement to maintain a standardized minimum threshold of engine emissions. Regeneration problems If the regeneration light and beep fail to stop even after the regen is completed, there may be some deeper issues relating to the engine or the DPF. Let the engine and the exhaust system cool down since the excess heat build-up may cause the light to remain on. Check the error codes to determine whether there is any error that may be affecting the engine after regeneration. Carry out a thorough check on all sensors and electrical wiring to ascertain they are in good working condition. If the problem persists, consult an expert or a certified Kubota technician for an in-depth diagnosis. Effects of blocked DPF If the DPF becomes clogged or damaged, there are serious repercussions to the engine and the entire tractor. The filter may become damaged and must be replaced (it is very expensive to replace the DPF filter). It damages and reduces the lifespan of the DPF filter (a DPF should last at least 100,000 miles) Reduces fuel efficiency Can limit proper exhaust flow and cause issues with the engine. A Kubota tractor can be regenerated as many times as possible, up to about 3,000 hours. After this point, the DPF may attain an accumulation point that cannot be regenerated normally and requires a special off-machine filter cleaning. The ash accumulation is a result of wear, fuel, and lubricant usage. If an engine is unable to regenerate the DPF, severe engine damage is likely to occur. Sometimes, the DPF gets clogged to the extent that the regeneration process cannot remove the clog. Clogging is brought about by ash that remains after the regeneration of soot. This ash mixes with oil to form a tough product that sticks in the DPF. Symptoms of a clogged DPF include increased fuel consumption, visible exhaust fumes, abnormal noises, and high levels of oil in the engine. Since regeneration may not remove the clog, the DPF should be flushed with special equipment, or if that fails, it should be replaced. Summary Kubota DPF regeneration is an important activity that not only improves the efficiency of the engine but also ensures the environment remains clean for us and the future. All tractor operators must know how to carry out the regeneration process once the light comes on.

How to regen a kubota svl75 2. Kubota svl75-2 regen procedure. Kubota svl75-2 regeneration. How to change hydraulic filter on kubota svl75. Kubota svl75 regeneration. How to regen kubota mx5200.