



## Particulate filter cleaning

For all diesel and petrol particulate filters

### Important notes

- Wear suitable protective clothing, safety gloves and safety spectacles/face protection when working!
- Cleaning of the particulate filter does not replace manufacturer regulations governing changing the filter.
- Determine the reason for the blockage of the particulate filters before cleaning. If the cause does not lie with the driving profile of the customers, check all exhaust gas relevant components (e.g. EGR, injectors).
- Check the oil level before cleaning! If this is increased, absolutely ensure to perform an oil change (risk of dilution of the oil by diesel fuel).
- Do not warm up the engine! The temperature of the particulate filter should be a maximum of 50°C.
- The system must be rinsed out using the 932 rinsing solution after cleaning!
- We recommend the use of injector direct cleaner products 989 (diesel) or 979 (petrol) after the successful cleaning of the particle filter!
- Do not spray any other chemicals (for example cleaners or wax) with the DPF cleaning pistol.
- If you are still using a gun with an aluminum cup (16 99300), the temperature of the cleaner may not exceed 30°C (risk of injury)!
- If you are still using a gun with an aluminum cup (16 99300), use up all of the cleaner immediately (within 30 minutes at the latest) after filling it into the pressure cup!
- The plastic pressure cup (Art.-Nr.: 16 19330) of the TUNAP pressure cup gun for particulate filter cleaning needs to be replaced after a maximum of 24 months after production of cup (check coding on bottom). Using pressure cup beyond expiration date can cause health effects and/or mortal damage for user
- Do not operate the plastic pressure cup (Art.-Nr.: 16 19330) above 6 bar.
- The differential pressure sensor lines, must be blown out with compressed air! Don't do it while the differential pressure sensor is connected. This is to insure that the line is clean.
- If there are no probes or sensors present, the exhaust pipe, must be removed. The cleaning and rinsing is also possible through the catalytic converter with the special probe.
- Query the fault memory afterwards and remedy existing faults. If no regeneration takes place during the test drive, this must be initiated manually over the workshop tester. For the regeneration process always, observe the safety regulations from the vehicle manufacturer! (Caution, danger of fire!)

## Areas of application

Cleaning is not possible!



For particulate filters which have mechanical damage such as fusion through overheating, the particulate filter must be replaced

Cleaning is possible!



If the particulate filter is clogged as in this example, this can be cleaned with the TUNAP system.

## Example for cars:



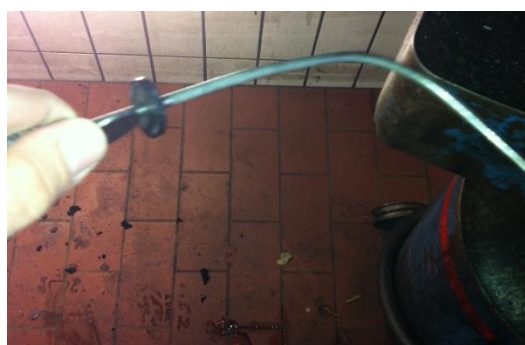
1. Remove the temperature sensor or pressure connection upstream of the particulate filter.
2. Introduce the spraying probe in the resultant opening, with the spraying direction directly onto the surface of the particulate filter. Bend the probe slightly if necessary.

**Caution: Do not bend the probe beyond 45°!**

3. Spray the **931** cleaner into the particulate filter in intervals (spray for about 5s – allow to react for about 5s).
4. The particulate filter must be rinsed out using the **932** rinsing solution after cleaning!
5. Then install the temperature sensor or the pressure connection again and check the leak tightness.
6. Query the fault memory and clear it if necessary. Allow the vehicle to run for at least 15 minutes stationary in order to evaporate off the majority of the liquid (connect exhaust extraction system). The mist which arises is water vapor. Perform a test run (for a minimum of 30 minutes). Subsequently start the filter regeneration manually, if necessary, with the button.

**Follow manufacturers security advice while stationary regeneration! Attention! Without a successful regeneration, is the cleaning not complete!**

## Example application truck:



1. Remove the pressure sensor or disconnect the filter from exhaust pipe.
2. Insert the spraying probe into the opening made with the direction of spraying towards the particulate filter. Bend the probe slightly if necessary

**Please note: Do not bend the probe by more than 45°!**

3. Insert the spray probe into the hole in the direction of the particulate filter.
4. Spray the cleaner (2x1 liter) in short shoots (approx. 5 sec. spraying, 5 sec. break).
5. Flush out the particulate filter after cleaning using the flushing concentrate (2x500ml).
6. Reinstall the pressure sensor or assemble the filter to the exhaust pipe and check for leaks.
7. Allow the engine work with varying speeds for approx. 15 min, so the fluid can evaporate partially. Use the exhaust extraction system.
8. Query the fault memory, delete if necessary. Perform a test drive (min. 30 minutes). The white smoke during the test drive is evaporated cleaning liquid. Then, if applicable, start filter regeneration manually using the tester, if necessary

**Follow manufacturers security advice while stationary regeneration!**

**Attention! Without a successful regeneration, is the cleaning not complete!**