

Particulate filter cleaning (DPF/OPF) mit 931 Particulate Filter Cleaner

Important warnings

- Wear suitable protective clothing, protective gloves and safety goggles/face protection while working.
- Cleaning the diesel particulate filter does not remove the need to replace the filter as specified by the manufacturer.
- Exclusively for use with TUNAP pressure cup spray guns, art. no. 1400892 plastic and 1103476 aluminium
- Before cleaning, determine the cause of the particulate filter blockage. If the blockage is not the result of the customer's driving profile, inspect the exhaust components (e.g. EGR, injectors).
- Check the oil level before cleaning. If it is high, perform an oil change (risk of oil dilution by diesel).
- Do not warm up the engine. The temperature of the particulate filter must not exceed 50 °C.
- After cleaning, always rinse with 932 flushing concentrate.
- After cleaning, we recommend using TUNAP Injector Direct Cleaner products MF 979 (petrol) or MF 989 (diesel)
- Do not spray any other chemicals (e.g. cleaners, waxes) using the DPF cleaning gun. When cleaning with the 932 cleaning set for diesel particulate filters, only use the specific TUNAP pressure cup spray guns.
- Do not heat the cleaner in the pressure cup spray gun 1103476 (with aluminium pressure cup) above 30 °C (risk of explosion and serious injury).
- Once filled, use all of the cleaner in the pressure cup spray gun 1103476 (with aluminium pressure cup) as soon as possible and within no more than 30 minutes.
- The plastic pressure cup (art. no. 1400322) must not be operated above 6 bar.
- The differential pressure sensor lines must be blown out using compressed air after rinsing. Remove the lines from the sensor while blowing out.
- If no probes or sensors are present, the exhaust pipe must be removed. Cleaning and rinsing can also be carried out through the catalytic converter using the special probe.
- Afterwards, read out the fault memory and clear any faults present. If regeneration has not been performed during the test drive, it must be initiated manually by the workshop tester. Always observe the vehicle manufacturer's safety specifications during regeneration. (Caution: Risk of fire!)

Attention!

- Cleaning not possible. Particulate filters with mechanical damage, such as those melted by excessive heat, must be replaced.
- Cleaning possible. Dirty particulate filters, like in this example, can be cleaned using the system.
- Do not heat the cleaner in the pressure cup spray gun 1103476 (with aluminium pressure cup) above 30 °C (risk of explosion and serious injury).
- The plastic pressure cup (art. no. 1400322) in the TUNAP pressure cup spray gun for particulate filter cleaning must be replaced no later than 24 months after receipt of the goods. Caution! Continued use of the pressure cup beyond this period can cause serious injury to the user.
- Do not bend the probe more than 45°.

Application

1. Car
2. Remove the temperature sensor or pressure connection in front of the particulate filter.
3. Insert the spray probe into the resulting opening and spray in the direction of the particulate filter. If necessary, bend the probe slightly.
4. Spray 931 cleaner into the particulate filter in brief intervals (spray for approx. 5 seconds, allow to work for approx. 5 seconds).
5. After cleaning, the particulate filter must be rinsed with 932 flushing concentrate.
6. Then reinstall the temperature sensor or pressure connection and check for leaks.
7. Let the vehicle run while stationary for at least 15 minutes to allow the majority of the fluid to evaporate (connect extraction). The mist that forms during this process is water vapour. Read the fault memory and clear if necessary. Carry out a test drive (min. 30 minutes). Then, if necessary, start the filter regeneration manually with the tester.
8. Observe the vehicle manufacturer's safety specifications during regeneration.
9. Caution! Cleaning is not complete until the regeneration has been successfully performed.
10. HGV
11. Remove the pressure sensor in front of the particulate filter or disconnect the access pipe.
12. Use a forwards spraying probe or a spray probe with 90° spray angle. If necessary, bend the probe slightly.
13. Insert the spray probe into the resulting opening and spray in the direction of the particulate filter.
14. Spray the cleaner (2x 1 litre) into the particulate filter in brief intervals (spray for approx. 5 seconds, allow to work for approx. 5 seconds).
15. After cleaning, the particulate filter must be rinsed with flushing concentrate (2x 500 ml).
16. Then reinstall the pressure sensor or reconnect the access pipe and check for leaks.
17. Let the vehicle run for 15 minutes at varying speeds to allow some of the fluid to evaporate. Connect an extraction hose if significant mist forms.
18. Read out the fault memory and clear if necessary, then carry out a test drive (min. 30 minutes). The mist that forms during this process is water vapour. If necessary, filter regeneration can be started manually using the tester.
19. Observe the vehicle manufacturer's safety specifications during regeneration. Caution! Cleaning is not complete until the regeneration has been successfully performed.

