

## Preliminary checks

Parameter	Value	Unit
TEMPERAT. A MONTE FILTRO ANTIPARTICOLATO	50	°C
FLUSSO DI GAS DENTRO IL FAP	34.2	m <sup>3</sup> /h
MASSA FULIGGINE FILTRO ANTIPARTICOLATO	59.2	g
PRES. DIF. FAP	56	mbar

- Perform differential pressure diagnosis:  $> 10 \text{ mBar}/1 \text{ kPa} = \text{needs cleaning!}$
- Cracks on intake or turbine: overhaul if necessary!
- Sensors functionality: MAF,  $\lambda$ , differential pressure, temperature

## Connection

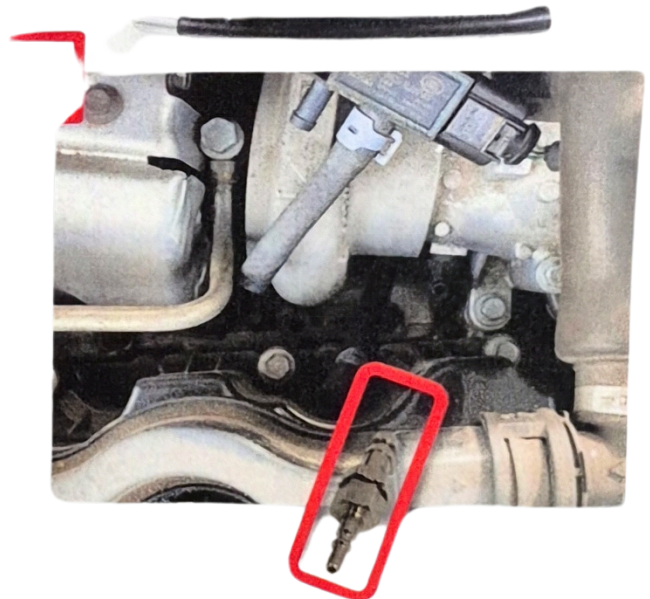
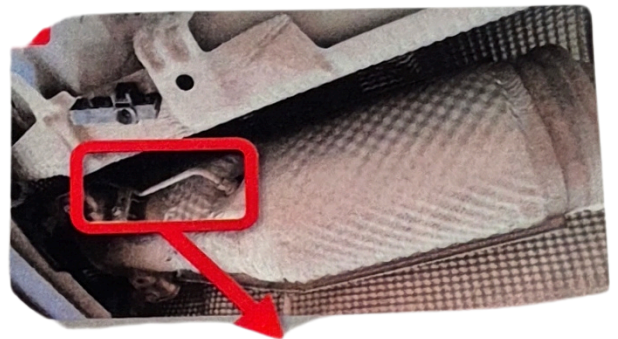
**WARNING!**  
Always connect  
safety valve  
to the  
selected fitting!



1. Connect to the differential pressure sensor's metal pipe

2. Or connect to the differential pressure sensor rubber hose

Other possible connections:  
 $\lambda$  or temperature sensor



## Special cases

- In cases where the turbine is at the same height as where our chosen sensor connects to the particulate filter, PFK1 and PFK2 must be carried out with the engine running
- In some Euro 6s from 2016 onwards, a low-pressure EGR is fitted after the particulate filter.: in these cases disconnect the MAF before treatment





# Detergents

- PFK1: detaches contaminants in the particulate filter caused by vehicle use, and restores full functionality
- PFK2: removes residues caused by vehicle use in the particulate filter, detached through PFK1



## Detergent quantity based on displacement

CC	<5000	8000-10.000	10.000+
PFK1 & PFK2	1 + 1	4 + 4	5 + 5

## Treatment

- Place a pan under the exhaust
- Start with engine off and cold: <50°C
- Follow the procedure indicated by K-1000
- At the end, carry out forced regeneration through diagnosis to dry the detergent left in the exhaust system

