

PARTICULATE FILTER CLEANING








GEATEK

MADE TO LAST

WHY DOES THE DIESEL PARTICULATE FILTER GET CLOGGED?

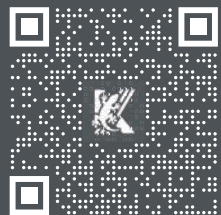
Failure to perform self-regeneration of the DPF (Diesel Particulate Filter) leads to clogging. The causes may vary:

-  The vehicle is driven only for short distances, preventing proper regeneration.
-  A sensor in the exhaust system is faulty and regeneration does not occur.
-  There is a malfunction in the vehicle's injection system.
-  The exhaust gas recirculation system (e.g. EGR) is not functioning correctly.
-  A fault in the vehicle's intake system (e.g. a cracked hose).

HOW DO I FIX THE ISSUE?

The treatment with **GEATEK products** allows cleaning of the DPF **without removing it from the vehicle**, offering your customers a **legal and cost-effective solution!**

GEATEK ensures compatibility with all components of the exhaust line (e.g. catalytic converter, DOC, SCR AdBlue, NOx and particulate sensors).



WATCH
THE VIDEO!

HOW IS THE PARTICULATE FILTER CLEANED?

In a few simple steps

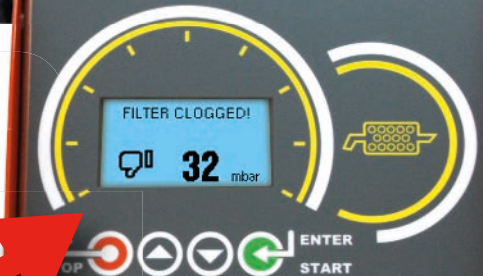
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DIAGNOSIS

Before starting the treatment, it's important to carry out a vehicle diagnosis. **GEATEK KX1000** with the external sensor (GEA 16013) allows pressure measurement on the DPF even when the diagnostic tool cannot read the value or expresses it in Volts or other units. The measurement is taken from the hose leading to the differential pressure sensor.



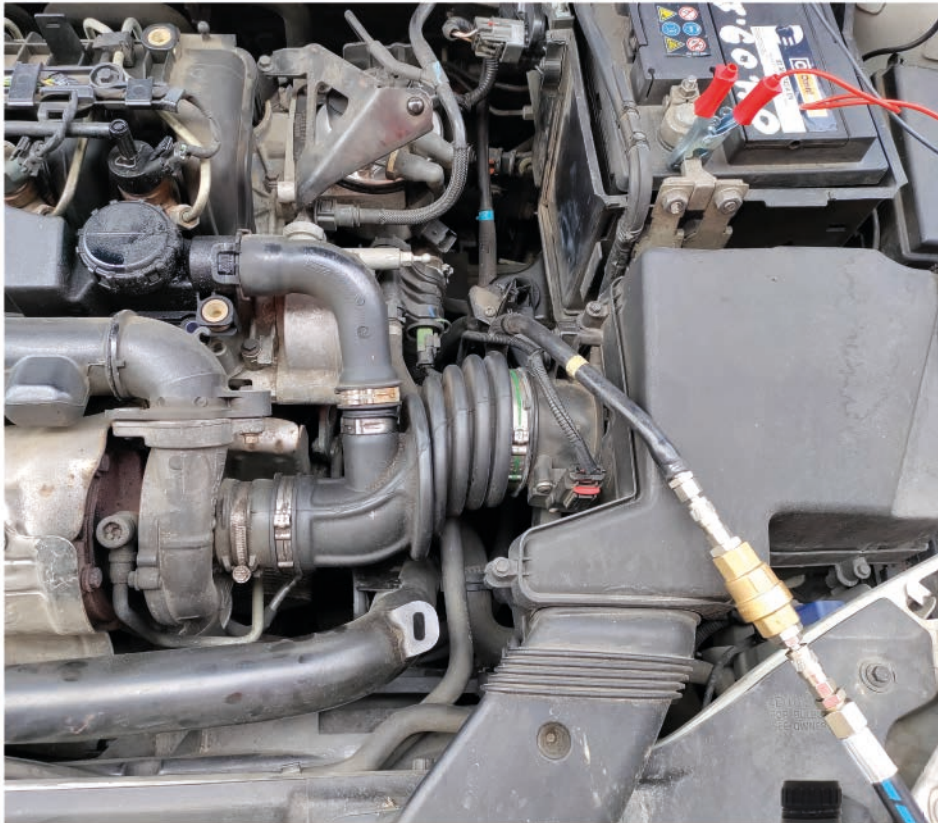
The KX1000 indicates the DPF's cleanliness status to determine whether cleaning is necessary.



KX1000

2 CONNECTION TO THE VEHICLE

Disconnect the appropriate adapter from the hose upstream of the DPF going to the differential pressure sensor or replace the lambda sensor. **The DPF must be cold (< 50°C)** before performing any operations. **Gealdea** provides connection instructions.



3 CLEANING WITH PFK1

PFK1 is injected into the DPF to dissolve the accumulated soot. Let it act for **15 minutes** for full effectiveness.



4 CLEANING WITH PFK2

PFK2 is then injected to remove the particulate loosened by PFK1 from the exhaust line.



5 RESTORE

Disconnect the KX1000 from the vehicle and restore the sensors.

6 REGENERATION

After the treatment, it is advisable to perform a DPF regeneration to dry the exhaust system and sensors. This can be done using a diagnostic tool or by driving the vehicle at a steady speed.

KX1000 AND ACCESSORIES

The KX1000 is the equipment used to diagnose and clean the DPF. The treatment is performed quickly and without the need to remove the filter. It's simple and safe for auto repair professionals and their teams. The device features a display that guides the operator step by step through the DPF diagnosis and cleaning procedure. Dimensions: L = 200 mm, H = 340 mm, D = 450 mm. Weight: ~8 Kg. Power supply: 12 Vdc from the vehicle.



- KX1000 and accessories GEA 10805
- Sensor GEA 16013



PFK1 PARTICULATE FILTER CLEANER

Highly effective product formulated for **cleaning DPFs without disassembly**. It removes contaminants from the DPF caused by vehicle usage and restores full functionality.



PFK2 PARTICULATE FILTER CLEANER

Formulated to eliminate dirt from the DPF, loosened by PFK1. Provides excellent protection for the exhaust system as the final phase of the cleaning process.

- Code GEA 12808-001 - Format: 1L + 1L



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