



Problem: Too high soot emission, power loss and/or hesitation of the engine, "check-engine" light coming on, or irregular idling.
Also recommended for reducing soot emission before passing a periodic soot measurement.

Cause: Contamination of the intake part as well as the EGR system due to increased soot production as a result of incomplete combustion.

Solution: 1 x 500 ml FS Cleaner (aerosol)
2 x 250 ml Diesel Plus

Instructions for use **Δ!**:

Step 1 First check the oil and coolant level (and top up if necessary).

Step 2 Apply the full content of 1 bottle Diesel Plus in the fuel filter.



Add the 2nd bottle to the fuel tank (filled with max 25 litre of diesel fuel).



Wait for the (common rail) diesel engine to reach its operating temperature.



Δ! Those who use this technical bulletin must dispose of sufficient knowledge of the working on vehicle engines in order to reduce the chance of possible faults and consequential damage, and follow the technical bulletin very strictly in order to avoid mistakes. All information is supplied without obligation and based on our current knowledge and experience with the recommended products under normal conditions.
Thus, we cannot accept any responsibility in case our products are not used in compliance with the advices given.



Step 3

Remove the air inlet duct between the air filter and the air mass flow meter. Bring the FS Cleaner nozzle in the direction of the air-flow sucked in and spray during 3 seconds while the engine is running at 2200 rpm.



While spraying, the engine speed will increase to approximately 3000 rpm. Lower the amount of spraying if engine speed exceeds 3500 rpm! When the engine speed falls back to 2200 rpm, wait 15 seconds while the engine is running, and then continue spraying according to the procedure described until approximately 250 ml of the FS Cleaner is used up.

Step 4

in some cases it might be necessary to dismount the EGR valve and clean it completely using an InnoQuip Brush (20 mm) and FS Cleaner.

Step 5

Then make a test-drive of approximately 10 km, mainly at 3000 – 3500 rpm (loaded).



NB If you suspect that not only the intake part and the EGR valve but also the variable geometry of the turbo charger is seriously contaminated, it is advisable to clean the turbo using the Innotec Turbo Clean Set.

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