



WYNN'S DIESEL TURBO & DPF CLEANER & REGENERATOR



PROFESSIONAL RANGE



ABOUT THE PRODUCT

Wynn's Turbo & DPF Cleaner & Regenerator is formulated for commercial diesel engines to clear blocked particulate filters and reduces soot emissions.

Product Number	Pack Size	Carton Qty.
31592	325mL	24



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ADVANTAGES

Wynn's Turbo & DPF Cleaner & Regenerator reduces carbon deposit decomposition (burning) temperatures to 450°C to 500°C. This allows for DPF regeneration at lower driving speeds, reducing DPF blocking in city driving cycles. Wynn's Turbo & DPF Cleaner & Regenerator will also clean the Turbo as it flows through the exhaust pipeline to get to the DPF.

BENEFITS

Wynn's Turbo & DPF Cleaner & Regenerator is designed to provide the following benefits:

- 01 Easily cleans and regenerates a blocked diesel soot filter without dismantling
- 02 Catalyst for optimised combustion and decreased soot build-up
- 03 Reduces the combustion temperature of soot so that soot particles burn faster and at a lower temperature
- 04 Restores engine power
- 05 Avoids frequent maintenance costs related to the manual regeneration of the blocked soot filter
- 06 Especially suited for city driving cycles
- 07 Can be used in combination with built-in regeneration systems
- 08 Also cleans the exhaust side of the turbo

DIRECTIONS OF USE

Add one 325mL bottle of Wynn's Turbo & DPF Cleaner & Regenerator to partially empty diesel fuel tank and top up with diesel. Use every 3rd tank or 3,000km.

APPLICATIONS

Wynn's Turbo & DPF Cleaner & Regenerator is suitable for diesel engines with all types of diesel particulate filter. It is also suitable for diesel and biodiesel up to B30.

Some vehicle manufacturers equip their diesel engines with a built-in small tank containing an additive that is automatically added to the fuel to clean the soot filter. Pouring Wynn's Turbo & DPF Cleaner & Regenerator in the fuel tank doesn't cause problems for the built-in regeneration system and will reinforce the regeneration of the filter.

note: cleaning products injected in a high amount in front of the DPF by removing one of the sensors may cause damage to the filter. In case of short distances, and stop start driving, a part of the injected solution may not evaporate from the filter and can cause DPF breakdown. Similar products based on water can cause the DPF housing to rust at the inside.