H2 BLASTER

Engine cleaning

Restores the engine’s optimal performances



TEXA

A more efficient engine
consumes less and pollutes less

The fuel used to power the vehicles, whether petrol or diesel, generates, over time, carbon residues that deposit on crucial components, along the exhaust line such as the DPF and catalyst and inevitably leads to a progressive deterioration of engine efficiency.
This translates into lower performance, high consumptions, more pollution and extra costs due to unexpected repairs.
The solution is H2 BLASTER, the new tool developed by TEXA that, using the combined power of hydrogen and oxygen, **cleans the parts involved in the internal combustion process completely and restores the engine's optimal performance**, at the same reducing consumptions and harmful emissions.



What are the benefits obtained after a treatment with H2 BLASTER

- **fuel economy**
- **EGR, DPF cleaning**
- **reduction of harmful emissions**
- **cleaning of the internal engine parts without disassembling them**

An exceptional technical equipment
for a complete service

Emergency stop
button

Steel body
120x73x70 cm
80kg

10” display
Android industrial
Touchscreen

VCI NOS included
for vehicle
engine check

High-visibility
multifunction LED
with audible warning

Certified
flame arrestor
safety valve

Bubbler
for visual operation
test and further
safety level

316L stainless steel
electrolytic cell

Cell temperature
sensor

Stainless
steel tank

Hydrogen leak
sensor

Pressure relief valve

Off-road rear
wheels and
front **soft wheels**



Wi-Fi and Bluetooth
connection

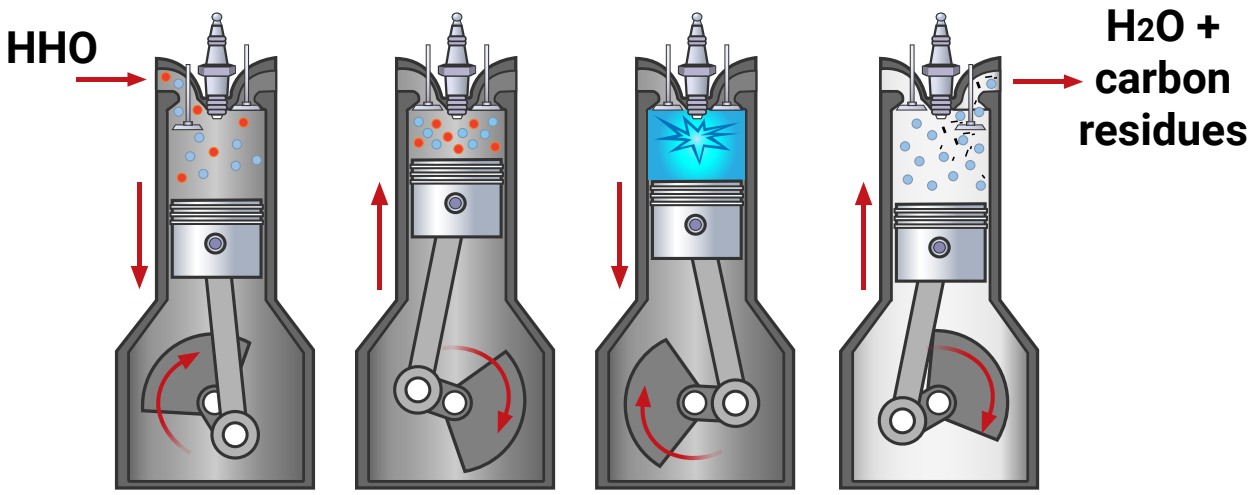
App for
smartphones

Printable cleaning
report

H2 BLASTER in action

efficient, powerful, highly performing

H2 BLASTER uses the water electrolysis process to generate **oxyhydrogen**, a mixture of hydrogen and oxygen that, with the engine cold and warm, **is injected into the intake manifold** through the practical service pipe and reaches the combustion chamber. Right here **the gas**, which has a heat of combustion on average three times higher than diesel and petrol, is triggered by the high temperature penetrating in the carbon residues and **reacts transforming into very high-pressure water vapour and breaking them up**.



This way the **decarbonisation process** starts: the water vapour penetrates the deposits and melts the carbon deposited on the pistons, valves and injector tips and in general on the components that are between the chamber and the exhaust duct.



Before and after a treatment with H2 BLASTER

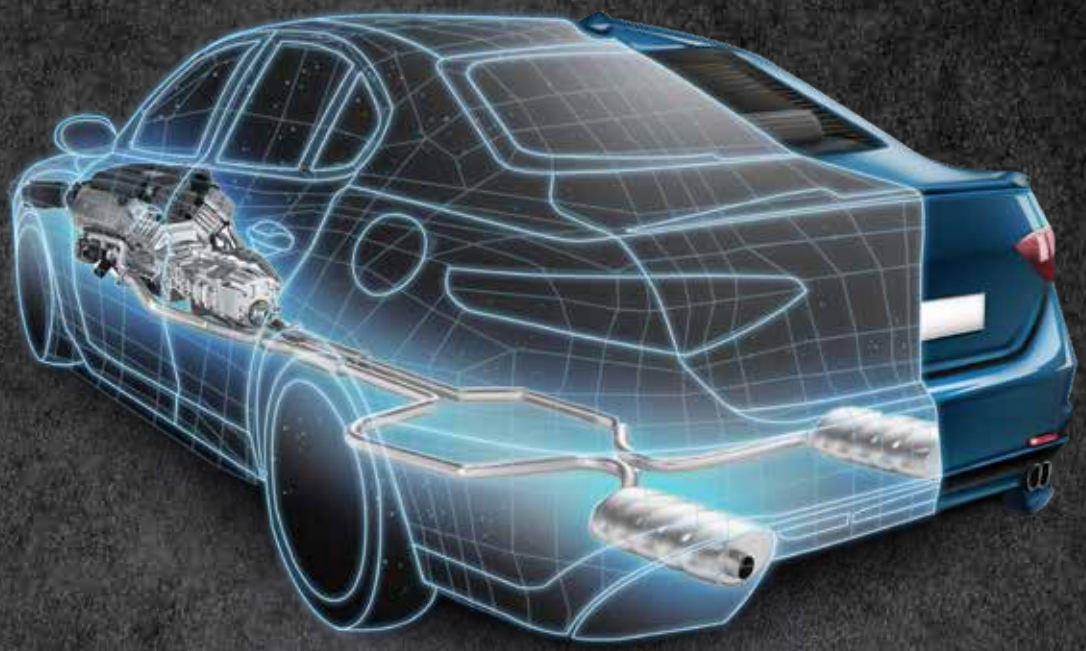
All the treatment phases are monitored by **NOS (NAVIGATOR OBD Service)** that, connected to the diagnostic socket, verifies that the procedure is carries out safely.

No chemical additive, only high-pressure 100% natural vapour

Where does H2 BLASTER act?

The components involved in the decarbonisation process are:

- **combustion chamber (piston vault, valves, injectors)**
- **EGR valve**
- **particulate filter**
- **oxygen sensor**
- **catalyst**





Spark plugs



Piston crown



Valve



EGR Valve



Injectors



Oxygen sensor



Catalyst

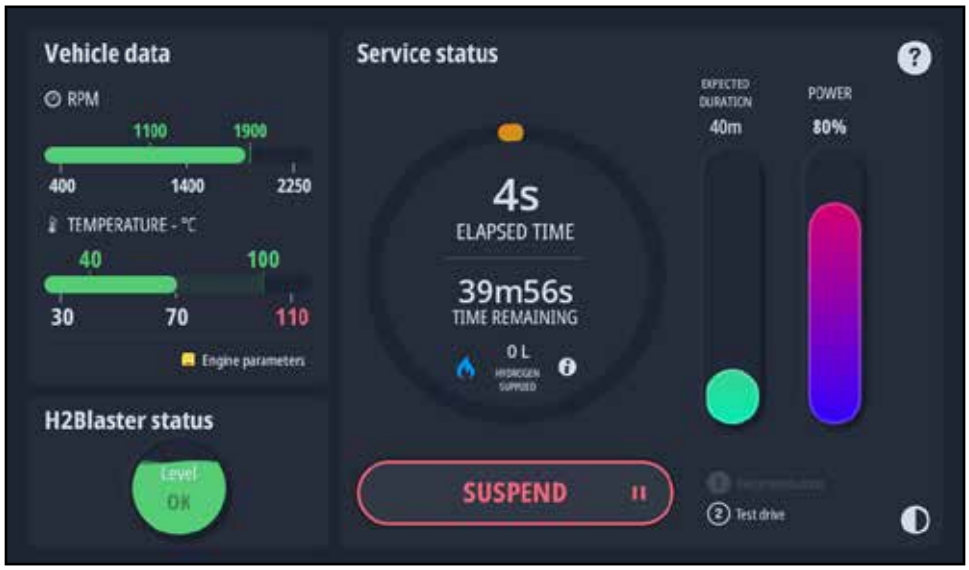


DPF

Multi-touch display and dedicated software

H2 BLASTER leaves no room for errors

H2 BLASTER is equipped with a **ten-inch multi-touch display** that guarantees great usability and offers operators a clear view of the operations that must be carried out.



Main screen



Manual service start screen

The innovative graphic interface was developed to guarantee experiencing a **highly intuitive software** and an immediate reading of the information generated by the tool.
Furthermore, the display was designed with glove-touch technology that guarantees perfect use while wearing any type of work gloves.



Safety and reliability first

Hydrogen is a flammable and explosive gas.
H2 BLASTER is equipped with a series of **operator-safety control devices** that, besides managing any fault efficiently, also **guarantee a high-performing treatment**.

- Initial **auto check** on all the operating components.
- H2 leak sensor - **hydrogen leak**.
- Cell **temperature** sensor.
- **Certified flame arrestor** safety valve.
- NOS, **OBD diagnostics for engine failure control** during the operation.
- Automatic **hydraulic leak** control at every activation.
- Automatic **electrolytic cell performance** control.
- Electrolytic tank mechanical **overpressure relief** valve.

H2 BLASTER is designed to work in **particularly challenging environments** and in situations of **high operating temperatures**.
Thanks to the three cooling fans and the electrolytic cell air conveyor, reliability and performances are guaranteed even at high ambient temperatures.

Using the NAVIGATOR OBD Service

all the phases are monitored continuously

To manage all the operating phases efficiently, TEXA also developed **NOS**, NAVIGATOR OBD Service, a **diagnostic device** able to communicate with the vehicle's various electronic control units and to read the parameters required so that the **decarbonisation takes place in a safe and effective way**.

Phase 1 - Engine rev and temperature check

NOS **checks the engine speed and temperature** continuously to guarantee greater safety. If the engine turns off or reaches incorrect operating temperatures, thanks to the interaction between the vehicle and H2 BLASTER the production of hydrogen is automatically interrupted.





Phase 2 - Test drive, with dedicated APP*

After the decarbonisation, thanks to the App that provides real time tips, you can run an optimal dynamic test**.

During the test, the App asks the operator to drive 5/6 kilometres at an appropriate engine speed, so to make the discharge of unburnt residues easier.
Through an audible notification the App warns when the test drive can be ended.
Once the decarbonisation process is complete, **H2 BLASTER generates a detailed report to give to the customer** to confirm the service was performed. All the generated reports are stored in the **myTEXA portal**.

Download on the App Store

GET IT ON Google Play

*To connect the smartphone to the NOS, and be able to use the H2 BLASTER App by TEXA, simply use the camera to scan the QR code on the display on the H2 BLASTER.
**We recommend to always respect the traffic rules.

On-line technical assistance
A specialised operator always available

H2 BLASTER, connected to the Internet through the Wi-Fi network, also allows using a very useful after-sales technical assistance service*.

To use it, simply access the software interface's Applications page and select the Remote Assistance item.



*Check with your retailer the actual availability of the service in your territory.

Functions

Scheduled service

The interconnection between myTEXA and H2 BLASTER allows programming, directly from the portal, a service with the data received by the customer upon check-in and transferred to H2 BLASTER. At this point the operator must simply launch the service from the display and complete the operation professionally.

H2 BLASTER performs the treatment and at the **end generates a report that is sent to the myTEXA portal** to be filed.

The report, that contains the result of the service, the information on the times, the process parameters and any possible failure notification, can be viewed, printed and sent to the customer, even some other time.

In the myTEXA portal the **machine status**, **component wear, scheduled maintenances** and all the performance tests are always available in order to **monitor the deterioration** of the electrolytic cell and replace it if needed.



Routine service

The **«Routine service»** option has also been developed, it consists on a pre-configured decarbonisation treatment based on the following parameters:

- **Duration 45 minutes**
- **100% power**
- **Possibility to run the treatment at idle**, thereby ensuring greater intake and a longer retention of hydrogen within the engine



Thanks to this new function, DPF clogging issues are prevented and the workshop has greater opportunities to build customer loyalty.

TEXAEDU course

P11: Engine decarbonisation with hydrogen

Duration: 4 h (on-line and on-site)

The course is dedicated to H2 BLASTER owners that are interested in learning in detail the decarbonisation processes in combustion engines. The theoretical part explains how the carbon residues are formed and in which engine components, which parts are more at risk, how the hydrogen is produced and how it acts.

The practical part focuses on the **identification of the carbon residues** in the main components, on the **gas analysis**, on the treatment with H2 BLASTER, on the disassembly and control of the components for the check and cleaning. A part of the course is dedicated to how to **propose the decarbonisation service to vehicle drivers**.

A product that allows offering new services

An investment with a guaranteed return

H2 BLASTER is the workshop tool that guarantees an economical investment with a guaranteed return: in fact, only a **few interventions are sufficient to recover the purchase cost!**

Thereafter H2 BLASTER becomes an important source of income, in relation to a minimum impact on manpower costs. Much of the engine cleaning treatment is carried out by the machine autonomously, without actions by the operator.

Information material



PVC banner to display in the workshop or showroom



Roll-up totem



100 flyers



100 labels

Optional accessories

To complete the offer related to H2 BLASTER, TEXA also offers the following optional accessories:

- Pedal lock

- Tool cover cloth

Simplifying the present, anticipating the future



Founded in 1992
80,000 covered sq. m in an area of over 100,000 mq
2 new plants



7 subsidiaries in the world



Over 1,000 TEXA employees in the world
400 technical profiles



800 Distributors
over 200,000 activecustomer workshops



Patents
85 Master, 165 total



Certifications:
ISO 9001, IATF 16949, E.P.A., ISO/IEC27001,
TISAX, ISO 14001:2015

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