

Before you fit a new a new DPF

Has your installer checked the following?

- Checked the vehicle history for any existing or previous owner issues
- Confirmed the reason for the apparent DPF failure, for example:

Engine issues	Injector timing	DPF pressure or flow	Air leak
EGR	Heater or glow plug	Turbo engine wear	
- Inspect intercooler & associated plumbing for leaks or wear
- Replaced the engine oil and filter, use low ash factory oil only
- Check the used oil for any sign of contamination like water, biofuel or solids. Ensure low sulphur Fuel only is being used
- Check catalytic converter efficiency. Are there signs of damage, heat discolouration or pitting of The substrate (where applicable)
- Replaced all pressure and temperature sensors on the DPF
- Installed with a new DPF fitment kit including gaskets, bolts & clamps
- Ensure that no exhaust paste or silicone sealant is being used upstream of the DPF or catalytic Converter
- Re-initialise Engine Control Units (ECU), reset ash level & adaptations and where necessary Engine Control Module restore
- Check for vehicle Engine Control Module programming updates
- Check AdBlue or Eolys (if applicable) at sufficient level
- Completed a successful Forced Regeneration before driving the vehicle

IMPORTANT NOTE:

DPF replacements MUST be carried out by a professional!

The above checklist is a guide only. Each vehicle presents their own different faults and procedures to remedy to any given faults. To install a DPF properly it needs to be undertaken by a professional installer with the correct technical background and equipment.

Failure to follow proper manufacturer install procedures will result in the DPF warranty becoming void.