



BEFORE YOU FIT A NEW DPF...

HAVE YOU CONSIDERED THE FOLLOWING?

- Have you compared a picture of the faulty DPF with a picture of the replacement DPF?
- Check the vehicle history for any existing issues.
- Have a copy of the *DPF Fitment Guide for the Professional* – available from your local DPF supplier.
- Confirmed the reason for the apparent DPF failure, e.g. 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 (thinning due to over fuelling/large clumps of carbon).
- Check the fuel for any signs of contamination e.g. water, bio-fuel or solids. Ensure low sulphur fuel only is being used.
- Ensure NO BIO-FUEL has been used.
- Check catalytic converter efficiency, are there any signs of damage, heat discolouration or pitting of the substrate.
- Check all pressure and temperature sensors on the DPF.
- Purchase a new DPF fitment kit including gaskets, bolts and mountings.
- Ensured that no exhaust paste or silicone sealant is being used upstream of the DPF or Catalytic Converter.
- Re initialise Engine Control Units, reset ash level & adaptations and where necessary complete 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.