DPF Return & Inspection Checklist

1. DPF housing inspection

Notice: Only OE or Type Approved Dinex DPFs are eligible for reconditioning.



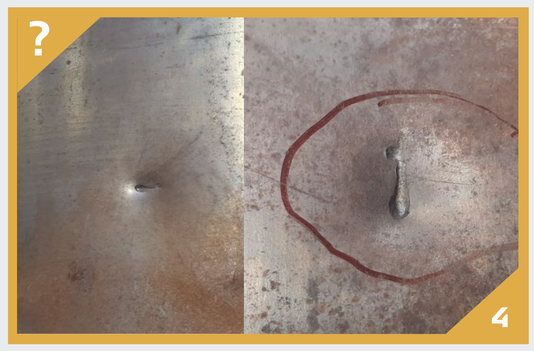
Rusted sealing surfaces & miscoloured housing



Ceramic core displaced (pushed out)

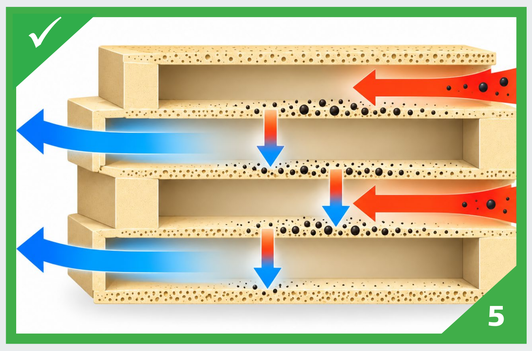


Damaged brackets / dented sealing surfaces



Dents affecting the core – may not be visible until Dinex inspection

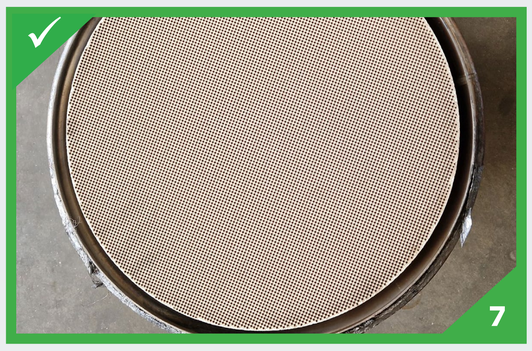
2. DPF core – initial inspection



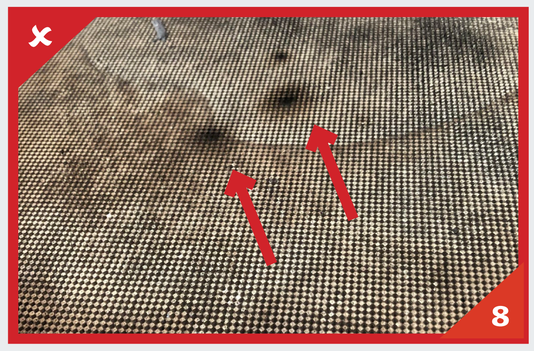
When every second channel is plugged at opposite ends, and no channels are fully open, the DPF is functional



Soot on the inlet side



Clean outlet side



Soot on outlet side - Indicates open channels

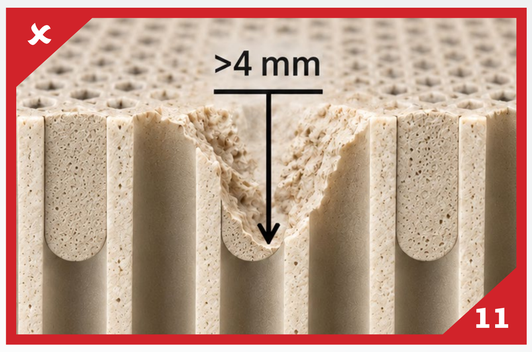
3. DPF core – structural inspection



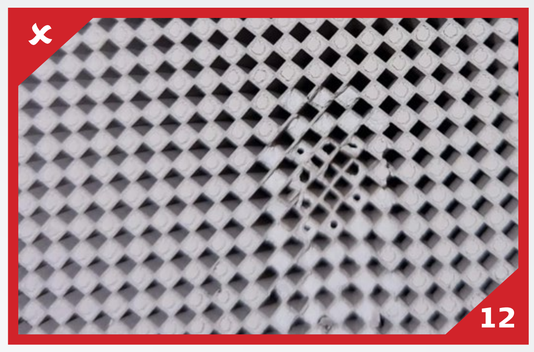
Scratches <4 mm deep



Chips <4 mm deep



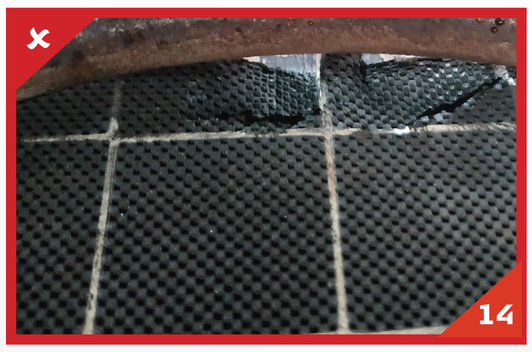
Damages >4 mm deep



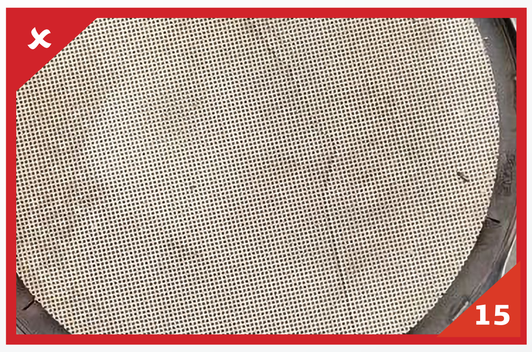
Channels fully open



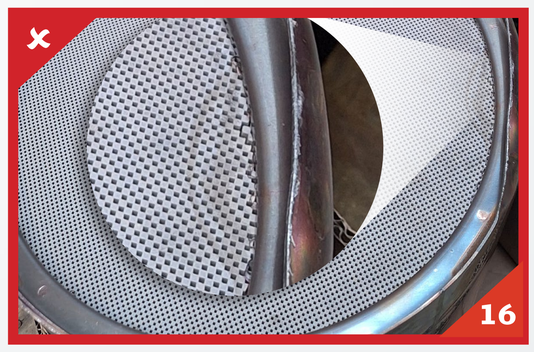
Highly damaged edges



Highly damaged edges



Cracks between multiple channels

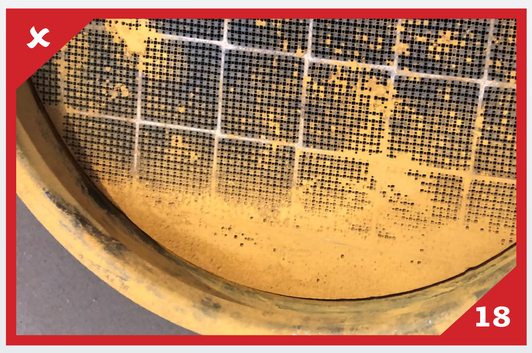


Cracks between multiple channels

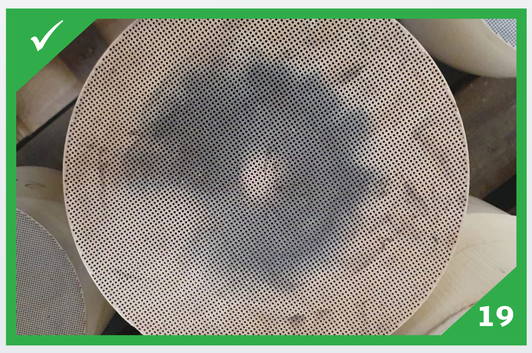
4. Liquids, corrosion & other defects



Light corrosion / discolouring



Heavy corrosion / blockage



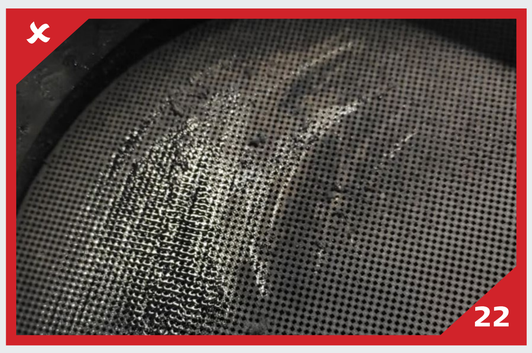
Light dark staining (typically cooling liquid)



Light red miscolouring, (typically cooling liquid)



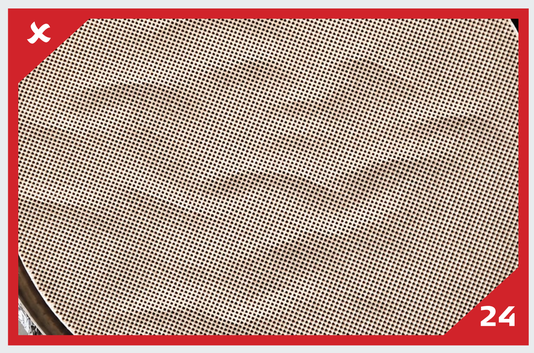
Heavy white crystallizations (typically AdBlue®)



Dark and sticky substances, usually engine oil



Contamination with fuel – normally not visible, but easy to smell



Wavy contours on the face of the core – indicates the core is melted internally

TYPE APPROVED

All new & reconditioned DPFs are fully Type Approved

2 YEAR WARRANTY

On Recon RX DPF filters

Check out the full range of new or reconditioned type approved DPFs in our catalogue here:



dinex

going the extra mile