



STEP 1 PRE-FITMENT DIAGNOSIS

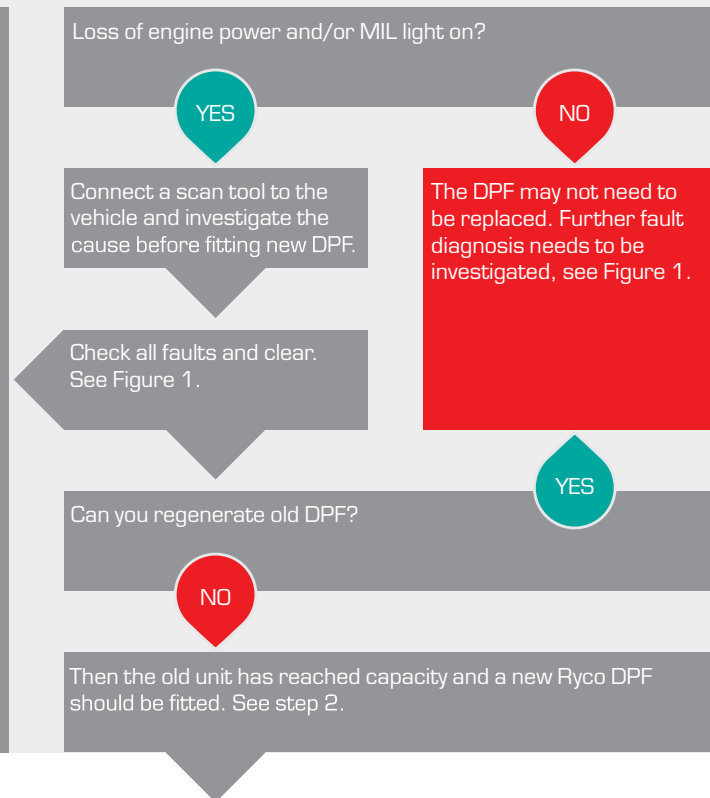
Figure 1.

Possible causes:

- O1. Driving style (Constant short trips will cause damage)
- O2. Engine Oil (Ensure low ash is being used and dilution level is not excessive)
- O3. Additives (Ensure cleaning additives have not been used)
- O4. Tuning (Check the vehicle isn't chip tuned)
- O5. Adblue level is correct
- O6. Fault scan the vehicle and confirm the fault codes have not been triggered by a faulty sensor (O2, Pressure, temperature, etc.)
- O7. Check EGR valve is operating correctly
- O8. Check EGR pipes are not blocked
- O9. Pressure pipes condition (No damage)
- O10. Turbo operation (No oil leaks)
- O11. Fuel system pressure within specification
- O12. Operation of the injectors (No leaks)
- O13. Glow plugs working correctly
- O14. Air flow meter is functioning properly
- O15. Intake pipes condition (cracks, leaking)
- O16. DPF reset process followed as per manufactures recommendation.

* Note on some models it is required to carry out a complete burn cycle right after fitting a new unit to reset the ECU.

If you do not read all the procedures or correctly identify why the DPF needs replacement the new DPF could block within the first 5 kms and it will not be able to regenerate.



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STEP 2 FITTING NEW UNIT



RYCO DPF INSTRUCTION SHEET

