STEP 1 PRE-FITMENT DIAGNOSIS

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.

Figure 1.

Possible causes:

01. Driving style (Constant short trips will cause damage)
02. Engine Oil (Ensure low ash is being used and dilution level is not excessive)
03. Additives (Ensure cleaning additives have not been used)
04. Tuning (Check the vehicle isn't chip tuned)
05. Adblue level is correct
06. Fault scan the vehicle and confirm the fault codes have not been triggered by a faulty sensor (O2, Pressure, temperature, etc.)
07. Check EGR valve is operating correctly
08. Check EGR pipes are not blocked
09. Pressure pipes condition (No damage)
10. Turbo operation (No oil leaks)
11. Fuel system pressure within specification
12. Operation of the injectors (No leaks)
13. Glow plugs working correctly
14. Air flow meter is functioning properly
15. Intake pipes condition (cracks, leaking)
16. 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.

Loss of engine power and/or MIL light on?

YES

Connect a scan tool to the vehicle and investigate the cause before fitting new DPF.

Check all faults and clear. See Figure 1.

Can you regenerate old DPF?

NO

Then the old unit has reached capacity and a new Ryco DPF should be fitted. See step 2.

NO

The DPF may not need to be replaced. Further fault diagnosis needs to be investigated, see Figure 1.

YES

STEP 2 FITTING NEW UNIT

Fit New DPF

Connect scan tool reset ECU as per manufacturers procedure. Some vehicle models could require a force regeneration to be performed in order to reset the ECU.

Start the vehicle and allow the new DPF to warm up to working temperature and check for any leaks.

RYCO DPF INSTRUCTION SHEET

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RYCO PARTICULATE FILTER

RYCO PARTICULATE FILTER

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