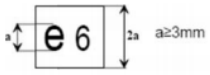


Step 1

Inspect if the core is type approved according to the type approval marking example below.



2B HL C 0123

Example of EC type-approval mark

The approval mark in this Appendix affixed to an engine approved as a separate technical unit shows that the type concerned is a 2B dual-fuel, designed for operation on both the H-range and the L-range of gases, that has been approved in Belgium (e6) according to the emission stage C, as set out in Appendix 9 of this Annex.

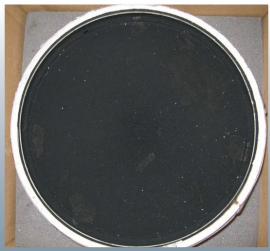
Step 2

Inspect the filter for damage or evidence of defects using the photo's below.

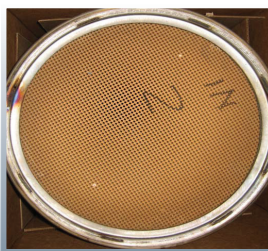
Look for:

- Black on both ends of the filter.
- Black holes on clean side (not more than 20 allowed)
- Discoloration Rings.
- Chipped, Cracked, Dents, Bent Rims
- Packaging Failure
- Fluid Contamination

Accepted Cores Returns



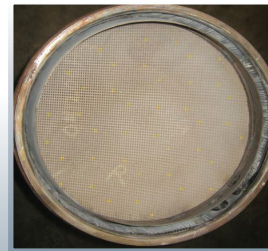
Soot loading—very even
(Normal / Dirty side)



Clean side when filter is dirty should look almost new. Normal is cream or tan. (Normal / Clean side)



Splotchy look is soot over ash
(Normal / Dirty side)



Clean side when filter is dirty should look almost new. Normal is cream or tan. (Normal / Clean side)

Step 3

Defect - Black Holes

Black Holes on the clean side are indications of cell wall failure due to an unusual thermal event.



Numerous Black Holes,
Filter no good.



Numerous Black Holes,
Filter no good.

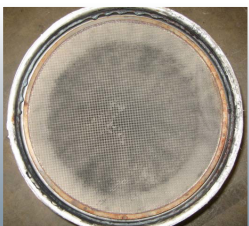


Black holes a little harder to see—too many,
Filter no good (as viewed from clean side).

Step 4

Defect - Discoloration Rings or Circles, Melted filters

Discoloration rings usually indicate massive cell wall failure and / or melting inside the filter.



Massive failure due to uncontrolled thermal event while on the truck. Black shaded area is full of black holes. Filter is no good.



Massive failure due to uncontrolled thermal event while on the truck. Blue area is all black holes. Filter is no good.



Defect: High pressure reading on the air flow test bench but nothing visible to the eye. When we broke the filter apart to see what was wrong, we found it melted inside.



Uncontrolled thermal regeneration on a truck. Filter and catalyst destroyed.

Step 5

Defect - Chipped, Cracked, Dented, and Filters with bent rims

Superficial chips and scrapes that do not go below the cell plugs are ok.



Cracked filter due to being dropped.



Cracked filter due to being dropped. Un-repairable.

Step 6

Defect - Packing failure-loose core

Failure of vermiculite or other packing material results in a loose ceramic core inside the canister, resulting in destruction of the outside cell walls due to excess vibration.



Dirty end



Clean end



Clean end



Clean end

Step 7

Other Filter conditions (filter damage observed before cleaning)



Oil soaked filter.



Evidence of oil on floor.



Plastic melted on filter face.



Rust or Chemical Stain
Fully recoverable with
pneumatic cleaning.

Dinex Recon diesel particulate filters are reconditioned with an OE approved technology and process equipment. The reconditioned DPFs are been meticulously tested to ensure top performance meeting your vehicle's emission control system parameters and reduce emissions meeting OE standards.

The Dinex particle filter kit contains a Recon filter and needed accessories (clamps and gaskets).

