

DPF (FAP) Guide to Fitting for the Professional



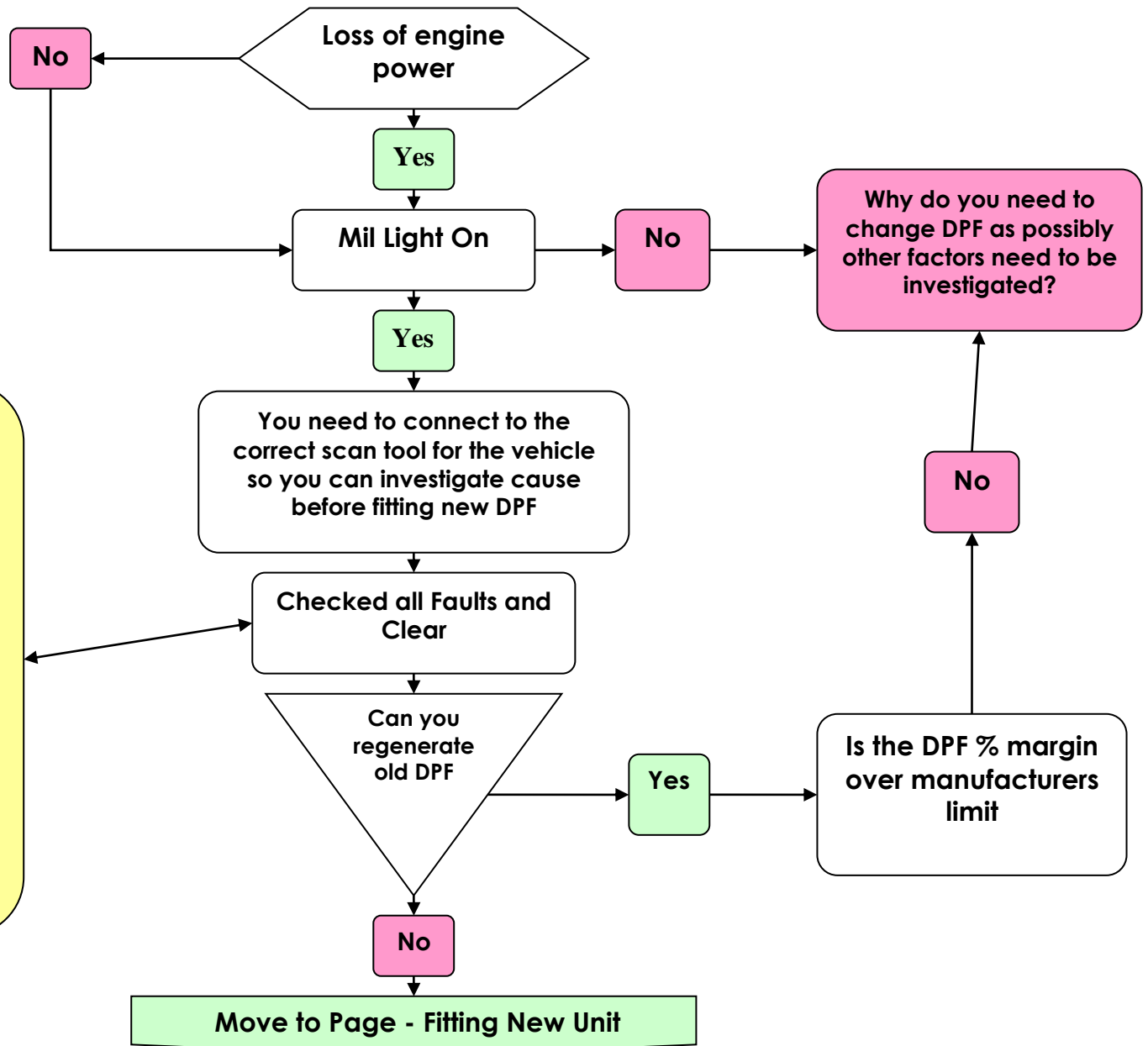
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Possible Cause not able to be scanned.

1. EGR internals
2. EGR Pipe blocked
3. Pressure Pipe Fracture
4. Pressure Switch (also check with OEM to insure no updated version is available)
5. Engine Oil incorrect
6. Turbo/Engine wear
7. Turbo variable vane system working correctly and no wear to mechanism
8. Fuel Pressure
9. Leaking Injectors
10. Heater Plug/Glow Plug
11. Blocked sensors
12. ECU Fault
13. FBC at sufficient level

Version 1.3 (JULY 16)

Data\warr\flow chart fitting v 1_3 July



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Fitting New Unit

Before fitting new unit is the old unit being changed as it has reached capacity?

Yes

Please fit new DPF and allow to warm up to a working temperature and check for any leakage

Re connect scan tool and possibly you will have to reset ECU as per manufactures procedure which could also require a forced regen

If vehicle manufacturers' procedure is adhered to and other checks have been done, then fitting the new DPF will work as the OEM it has replaced.



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No

You need to connect to scan tool to investigate cause before fitting new DPF

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If you do not read all the procedures, your new DPF could block within 30 miles / 50kms and it will not be able to regen

Please note this is only a guide and each vehicle presents its own different faults and procedures, you must be competent and have the correct technical back up or you must take to a professional installer for this product.

For further technical help contact: - info@directfit.co.uk