

**Your Partner in  
Exhaust and Emission**

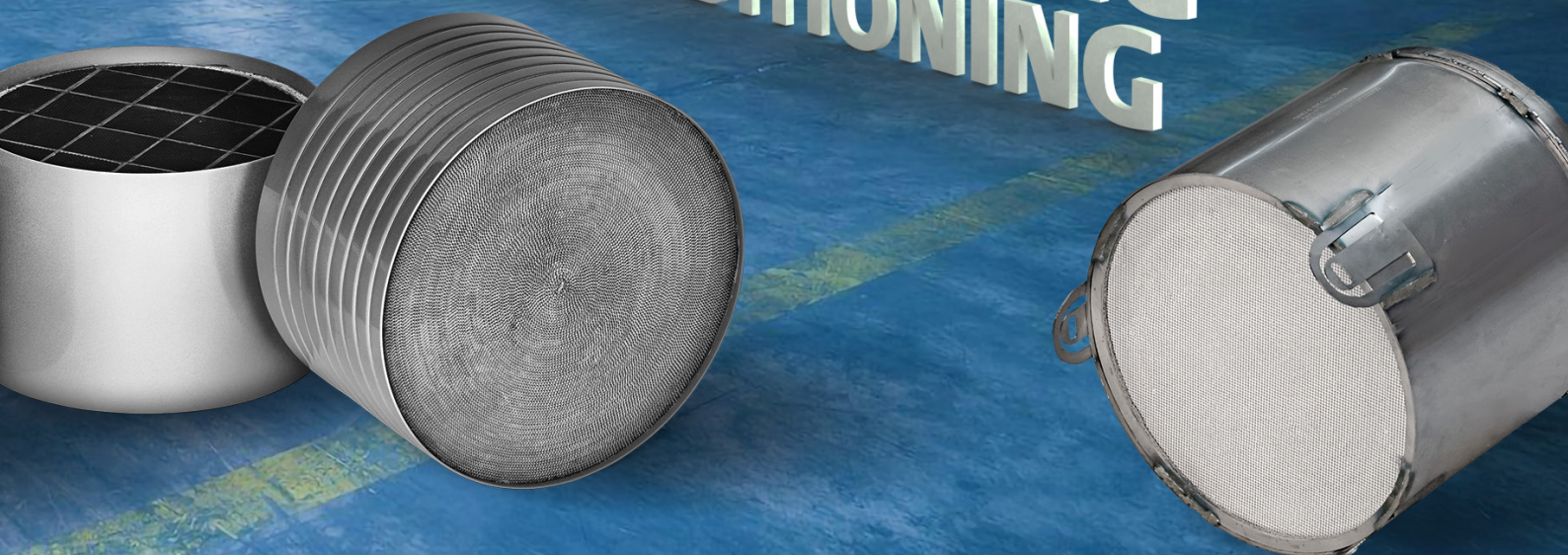
going the extra mile



AFTERMARKET

2024 EDITION

**REMANUFACTURING  
& RECONDITIONING**



Dinex.net



# In the footsteps of Circular Economy

Did you know that the solutions which are the best for our planet, is often also those that are best for your operating costs?

The “use-and-throw-away”-mentality of Linear Economy is on a retreat, and Circular Economy is gaining ground. The Automotive Aftermarket is no exception, so if you're not already familiar with concepts such as Remanufacturing and Reconditioning, it's about time to get you introduced.

## Remanufacturing

*Definition: Restoring the functionality of a broken product, by replacing the faulty components with new ones.*

*Scope of application: Euro IV,V and VI silencers*

A Euro IV, V and VI silencer (also known as a OneBox) is a complex system of catalysts and particulate filters. It is a durable unit but if failure occurs, replacement can be a costly affair – cost wise, environmentally, and in terms of climate footprint.

Remanufacturing of faulty Euro IV, V and VI silencers is a clever alternative – if it's done right! Bad spare parts or poor execution can result in damage to other components, loss of vehicle efficiency, or legal action in case of excessive emissions.

Dinex is ready to support professional providers of remanufacturing services with technical guidance, and a full range of high-quality, type-approved emission components. This is your guarantee for getting the most out of your remanufactured unit, save costs, and ensure continued compliance.



## Reconditioning

*Definition: Restoring a used product back to a near-new state.*

*Scope of application: Diesel Particulate Filters*

A Diesel Particulate Filter (DPF) traps more than 99% of particulate matter in the exhaust, practically removing more than already typically present in the ambient air. But to prevent blockage of the filter it needs regular servicing, and that's where you have to choose: Cleaning, or Reconditioning?

A simple 2-step cleaning by a professional workshop removes most ash and soot, but the hardened ash that remains will act like a glaze that reduces the ability to regenerate. This will lead to increased back pressure leading to higher fuel consumption and more downtime due to frequent cleaning. Reconditioning is a third step in which chemical dissolvents are applied to restore the functionality of the catalytic coating. You will experience the same benefits as installing a new filter, but at a much lower price.

Dinex Recon-RX is a full-range service that enable to you to swap your existing filter with a quality-checked, type-approved reconditioned filter. You receive a cash-back credit for your old filter, and you will be back on the road in no time – with 2 years warranty!

# Common Failures



## When do you see failures in the DOC?

Typically, it is not the DOC that fails, but a failure happens upstream. This causes the DOC to stop working and results in a cold regeneration.

### Common DOC Failures

#### The HC injector clogged:

Fuel can mix with soot to clog the injector.

#### EGR coolant leaks & turbo fails:

Oil and coolant sent downstream will contaminate the PGM coating, leading to DOC inactivity. An inactive DOC will struggle to raise the temperature needed for a proper regeneration.

#### The air filter is full:

The DOC needs air when it ramps up to go through regeneration. If the air filter is full or clogged, the DOC will not receive enough air.

## When do you see failures in the DPF?

Diesel Particulate Filters can fail due to failures upstream or due to high mileage, which fills it up with soot and ashes.

### Common DPF Failures

#### Engine and Fuel system failures:

Fuel or oil can mix with soot to clog the DPF.

#### EGR coolant leaks & turbo fails:

Oil and coolant sent downstream will contaminate the PGM coating.

#### Air induction system failure:

Incorrect air amount in engine lead to excess soot.

#### Mileage and replacement intervals:

DPF like each filter has a limited service span. We recommend to replace the DPF with a new or reconditioned unit after every 200,000km on distribution vehicles and after every 400,000km on long distance vehicles.

#### Visible soot from tail pipe

The DPF may eventually crack allowing unfiltered exhaust to escape. Physical damage, excessive amount of trapped soot, or repetitive improper cleaning may lead to these cracks, and the filter should be replaced by a new or reconditioned unit as soon as possible.

## When do you see failure s in the SCR?

Typically, for SCR failures root cause is in other system failures.

### Common Failures causing problems with SCR

#### Failures in DEF system:

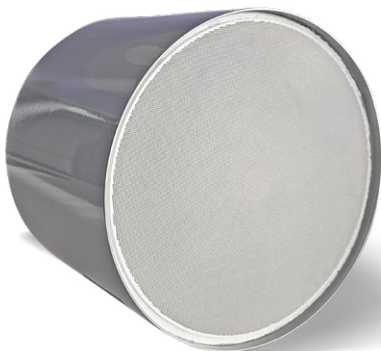
Incorrect operation of DEF system can cause damages on SCR.

#### Failures upstream:

SCR can be impacted not only by engine and it system failures, but also DOC and DPF failures.

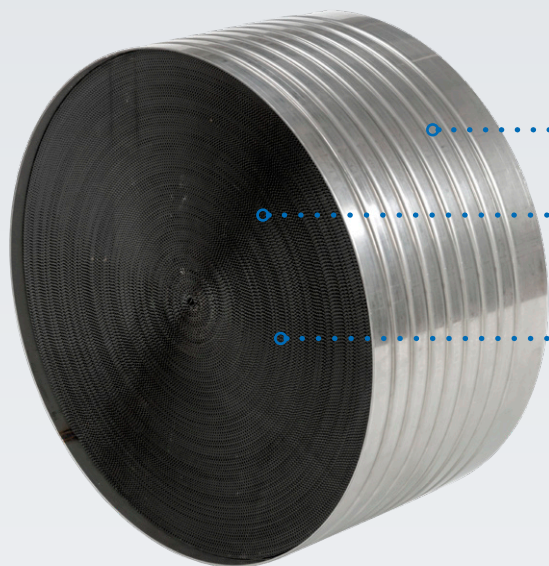
#### Mechanical defects of substrate:

Substrate may slide out of canning or get some cracks.



# Euro 4 & 5 catalysts

## For Easy Replacement



### METAL CORE

Prolonged life-expectancy than comparable DOC, SCR or POC ceramic substrates to keep you on the road longer. Reduced back-pressure compared with ceramic substrates translating to increased fuel efficiency.

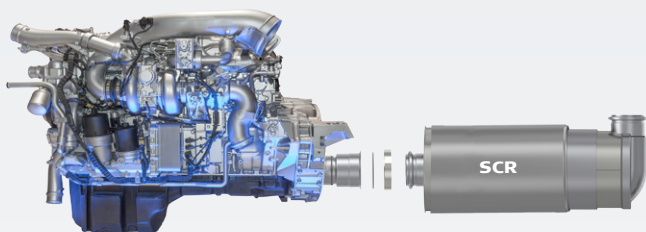
### BUILD TO LAST

The substrates are locked in place by spaced grooves, minimizing the risk of slippage or unwinding from the mantle. The metallic core does not crack compared to ceramic substrates.

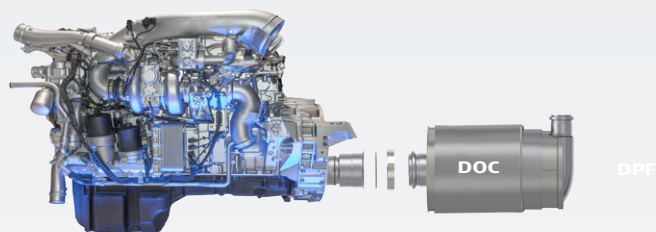
### PERFECT FIT

Manufactured according to very tight geometric tolerances. The replacement catalysts are offered in sizes for best fit of your particular application.

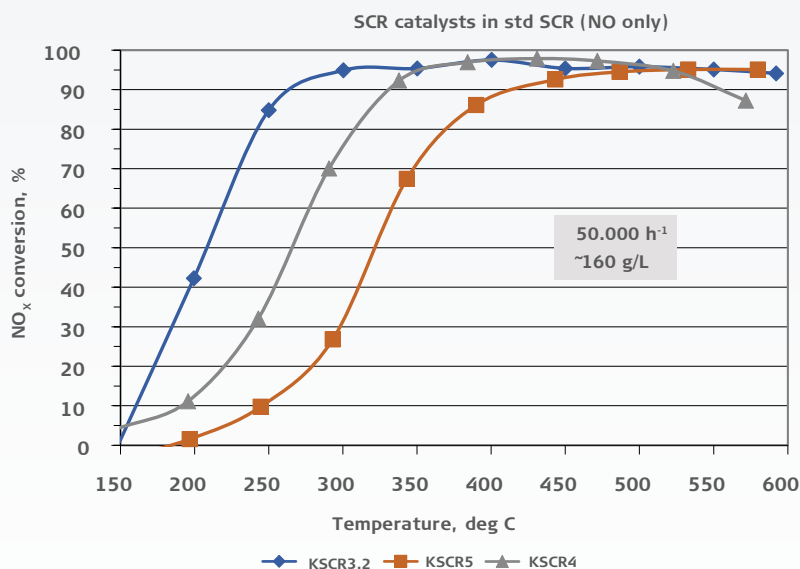
## System w/SCR



## System w/DOC



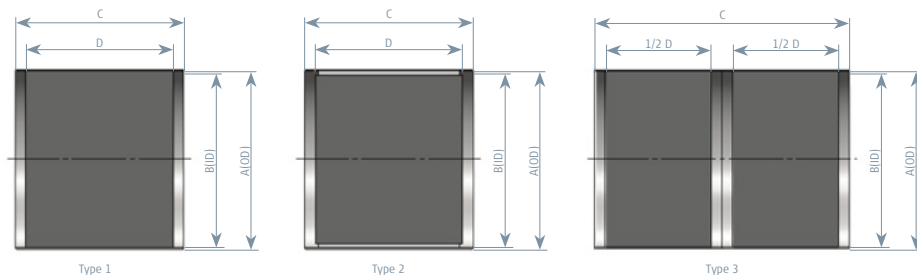
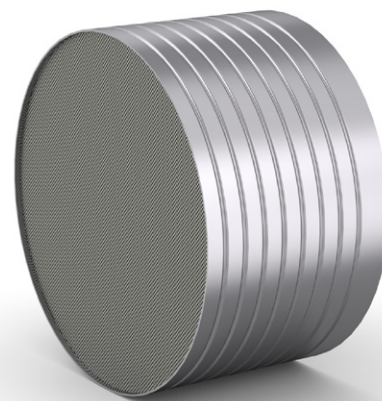
SCR catalyst	Operation window	Sulphur tolerance	Thermal stability	NO <sub>2</sub> dependency	N <sub>2</sub> O formation	Ammonia ads capacity
KSCR4/KSCR4.1	250-550°C	High	up to 600°C	High	Low	Low
KSCR5	220-600°C	High	up to 700-800°C	High	Very low	Medium
KSCR3.2/KSCR3.3	180-550°C	Medium	up to 700-800°C	Low	Medium	High



# Replacement Substrates

## Euro 4 & 5

ATS substrates in different types and configurations designed to act as replacement in case of OE substrate damage or failure.

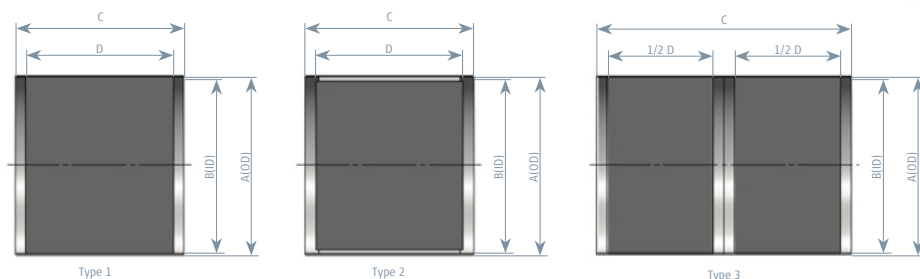


Dinex no.	Type	Schematic	A, mm	B, mm	C, mm	D, mm	Cell density, CPSI	Substrate volume, ltr
80002	SCR	Type 4	252	249	372	304	350	14,8
80069	SCR	Type 4	270	267	324	304	350	17,02
9AA000	SCR	Type 1	252	249	186	152	350	7,4
9AA001	SCR	Type 1	230	227	158	152	350	6,152
9AA042	SCR	Type 1	149	146	179	152	350	2,54
9AA003	POC	Type 1	206	203	180	152	350	5,07
9AA004	SCR	Type 1	153,4	150,4	177,4	152	350	2,7
9AA005	SCR	Type 1	252	249	177,4	152	350	7,4
9AA006	DOC	Type 1	155	152	111	90	350	1,64
9AA007	POC	Type 1	155	152	180	152	350	2,76
9AA008	SCR	Type 4	153,4	150,4	354,8	304	350	5,4
9AA009	SCR	Type 4	252	249	357,8	304	350	14,8
9AA010	SCR	Type 4	237	234	400	304	350	13,08
9AA011	SCR	Type 4	249	246	325	240	350	11,41
9AA013	SCR	Type 4	152	149	250	180	350	3,14
9AA014	SCR	Type 4	148	145	350	304	350	5,02
9AA015	SCR	Type 4	243	240	200	152	350	6,88
9AA016	SCR	Type 1	270	267	162	152	350	8,51
9AA019	SCR	Type 1	243	240	172	152	350	6,88
9AA020	SCR	Type 1	316	313	130	120	350	9,23
9AA021	SCR	Type 1	203	200	180	152	350	4,78
9AA022	CNG	Type 1	264	261	140	120	350	6,42
9AA040	DOC	Type 1	180	177	172	152	350	3,74
9AA041	SCR	Type 1	252	249	162	152	350	7,40
9AA044	DOC	Type 1	180	177	140	120	350	2,95
9AA043	DOC	Type 1	202	199	111	90	350	2,80
9AA002	DOC	Type 2	206	203	205	177,8	350	4,92
9AA060	POC	Type 1	253	250	190	162	330	7,95
9AA023	SCR	Type 2	270	267	175	152	400	8,51
9AA025	SCR+ASC	Type 2	270	267	175	152	400	8,51
9AA027	SCR	Type 1	300	297	161	152	350	10,53
9AA028	SCR+ASC	Type 1	300	297	129	120	350	8,31
9AA030	SCR	Type 1	251	248	141,7	120	350	5,80
9AA031	SCR+ASC	Type 1	251	248	141,7	120	350	5,80
9AA033	SCR	Type 1	333	330	172	152	350	13,00
9AA034	SCR+ASC	Type 1	333	330	172	152	350	13,00
9AA038	SCR	Type 1	252	249	175	152	350	7,40
9AA039	SCR+ASC	Type 1	252	249	94,5	74,5	350	3,63
9AA049	SCR	Type 1	311	308	185	152	350	11,32
9AA050	SCR+ASC	Type 1	311	308	185	152	350	11,32
9AA058	SCR	Type 1	246	243	162	152	350	7,05
9AA059	SCR+ASC	Type 1	246	243	61	50,8	350	2,36
9AA108	SCR	Type 1	249	246	163	120	350	5,70
9AA109	SCR	Type 4	252	249	332	304	350	14,80
9AA147	SCR+ASC	Type 4	148	145	340	290,8	350	4,80
9AA077	SCR	Type 2	237	234	170	152	400	8,51
9AA078	SCR+ASC	Type 2	237	234	170	152	400	8,51
9AA079	SCR+ASC	Type 4	237	234	340	304	400	17,02



# Replacement Substrates Euro 6

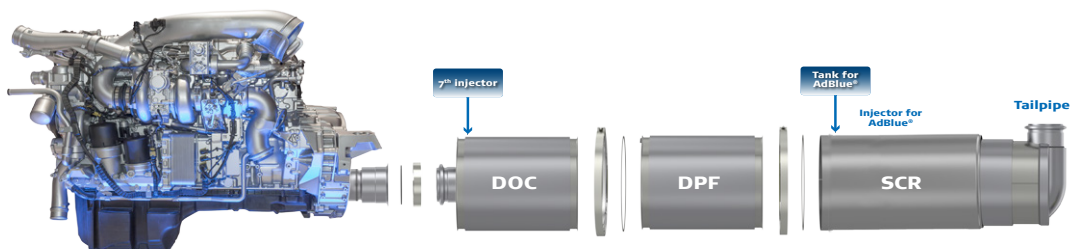
(Type approval is for application dependent.)



Dinex no.	Type	Schematic	A, mm	B, mm	C, mm	D, mm	Cell density, CPSI	Substrate volume, ltr	Vehicle
9AA024	DOC	Type 2	314	311	140	120	400	9,12	Volvo FH Euro 6
9AA026	DOC	Type 2	358	355	115	90	400	8,91	DAF XF Euro 6 (till 2018)
9AA029	DOC	Type 1	295	292	100	90	350	6,03	Iveco Cursor Euro 6 (Stralis / Trakker)
9AA032	DOC	Type 1	307	304	140	120	350	8,71	MAN TGS / TGX Euro 6
9AA035	DOC	Type 1	270	267	140	120	350	6,72	Mercedes Euro 6
9AA045	DOC	Type 1	224	221	99	90	350	3,45	DAF CF / LF Euro 6
9AA048	DOC	Type 1	246	243	100	90	350	4,17	Iveco Tector Euro 6 (Eurocargo)
9AA051	DOC	Type 1	230	227	128	120	350	4,86	MAN TGL / TGM Euro 6
9AA057	DOC	Type 1	275	272	105	90	350	5,23	Volvo FE Euro 6
9AA087	SCR+ASC	Type 4	330	327	310	254	400	20,05	DAF XF Euro 6
9AA090	SCR+ASC	Type 4	278	275	320	190	400	10,48	Iveco Stralis 8,7 ltr. Euro 6
9AA091	SCR+ASC	Type 4	320	317	400	355,6	400	26,32	Iveco Tector Euro 6 (Eurocargo)
9AA092	SCR+ASC	Type 4	342	339	400	381	400	32,39	MAN TGS / TGX Euro 6
9AA094	SCR+ASC	Type 4	278	275	304	244	400	13,46	Mercedes Atego/Actros/Antos/Arox 7,7/10,7 ltr. Euro 6 / Iveco Stralis 11,1 ltr.
9AA095	SCR+ASC	Type 4	277,3	274,3	350	305	400	16,73	Mercedes Atego/Actros/Arox 12,8/15,6 ltr. Euro 6 / Iveco Stralis 12,9 ltr.
9AA093	SCR+ASC	Type 4	252	249	385	355,6	400	15,95	MAN TGL / TGM Euro 6
9AA096	SCR+ASC	Type 4	277,7	274,7	351	330,2	400	18,17	Scania F,K,N Euro 6
9AA097	SCR+ASC	Type 4	300	297	300	203,2	400	13,15	Scania S Euro 6
9AA098	SCR+ASC	Type 2	252,3	249,3	400	381	400	17,14	Volvo FE Euro 6
9AA099	SCR+ASC	Type 2	278,1	275,1	515	495,3	400	27,34	Volvo FH Euro 6 560+ hp
9AA100	SCR+ASC	Type 2	278,1	275,1	425	406,4	400	22,43	Volvo FH Euro 6, DAF FL/CF Euro 6 6,7 ltr. engine
9AA110	DOC	Type 1	190	187	99	90	350	2,47	DAF CF / LF Euro 6
9AA119	DOC	Type 1	293	290	100	90	350	5,94	DAF XF Euro 6 (as of 2018)
9AA120	SCR+ASC	Type 2	148	138,7	355	310	400	4,03	DAF XF Euro 6 (as of 2018)
9AA121	SCR+ASC	Type 2	278,1	275,1	365	305	400	16,83	DAF FL Euro 6 4,5 ltr. engine
9AA122	DOC	Type 1	330	327	129	120	350	10,08	Mercedes Actros/Arox (as of 2022)
9AA123	SCR+ASC	Type 2	277,7	274,7	269	254	400	13,98	Mercedes Actros MP5 (GATS system)
9AA124	SCR+ASC	Type 2	345,6	342,6	451,2	394	400	34,23	Iveco S-Way

Type approval is for application dependent.

## System w/DOC + DPF + SCR (Euro 6)



# Euro 6 DPF's and Recon DPF's

Certified DPF substrates according to OE design,  
either reconditioned or brand new.



+



+



Clamps and  
gaskets included



Dinex	Dinex RX	OE reference	Make	Truck	Bus
1JI001	1JI001-RX	662569-2	ADL		Enviro 200
1JI001	1JI001-RX	1997433, 1997433R, 2137422	DAF	LF	
2AI000	2AI000-RX	1891485, 1945456, 2137441R	DAF	XF/CF	
2AI000	2AI000-RX	41945456	VDL		Futura
2AI003	2AI003-RX	1961522, 1961522R	DAF	LF	
2KI000	2KI000-RX	5801651186	Iveco	Stralis, Trakker	Urbanway, Crossway
2KI002	2KI002-RX	5801651187	Iveco	Stralis, Trakker	Arway, Magelys
2KI010	2KI010-RX	5801651188	Iveco	Stralis, Trakker	
2KI014	2KI014-RX	5801651207	Iveco	Eurocargo	
2KI015	2KI015-RX	5801651208	Iveco	Eurocargo	Crossway
2KI016	2KI016-RX	5802039934, 5802041648	Iveco	Stralis, Trakker	Crossway, Urbanway
2KI017	2KI017-RX	5802020368, 5802045133	Iveco	Eurocargo	
2KI019	2KI019-RX	5802041542	Iveco	Stralis	
2KI020	2KI020-RX	5802020369, 5802045132	Iveco	Eurocargo	
2KI024	2KI024-RX	5802039924, 5802039929	Iveco	Stralis, Trakker	
4II001	4II001-RX	81.15103.0107, 81.15103.9107	MAN	TGX, TGS	Lion's coach, Skyliner R / Skyliner L
4II003	4II003-RX	81.15103.0113	MAN	TGL, TGM	
5AI004	5AI004-RX	001.490.2992, 001.490.3892, 001.490.3092	Mercedes	Actros, Atego	Citaro
5AI005	5AI005-RX	001.490.5292, 001.490.5392, 001.490.7092, 001.490.8392, 001.490.8492, 001.490.8592, 001.490.8692	Mercedes	Actros, Antos	Tourismo, Citaro
5AI005	5AI005-RX	001.490.5292, 001.490.5392, 001.490.7092, 001.490.8392, 001.490.8492, 001.490.8592, 001.490.8692	Setra		Multiclass 400
5AI007	5AI007-RX	001.490.2892, 001.490.2792, 002.490.3892, 002.490.3992, 000.490.5892	Mercedes	Antos, Arocs	Tourismo, Travego, Connecto, Citaro, Integro,
5AI007	5AI007-RX	001.490.2892, 001.490.2792, 002.490.3892, 002.490.3992, 000.490.5892	Setra		Comfortclass 500, Multiclass 400, Topclass 500
5AI009	5AI009-RX	001.490.4892	Mercedes	Actros, Arocs	
5AI010	5AI010-RX	001.490.6492	Mercedes	Actros	
5AI012	5AI012-RX	002.490.4292, 002.490.2892	Mercedes	Actros, Arocs	Citaro
5AI013	5AI013-RX	001.490.6292	Mercedes	Atego	
5AI015	5AI015-RX	001.490.3792, 001.490.3692	Mercedes	Atego	
8AI001	8AI001-RX	7421794709, 7421750157, 7485013250, 7423138863	Renault	D/C	
8AI002	8AI002-RX	7421716414, 7421716416, 7423135543, 7421716419	Renault	T/K/C	
8AI004	8AI004-RX	7421716417	Renault	T/K/C	
2AI003	2AI003-RX	2274555	Scania		F, N, K
6LI000	6LI000-RX	570759, 2097594, 2269640, 2575576, 2179961	Scania	P, G, R, T	F, N, K
6LI001	6LI001-RX	570758, 2137598, 2222655, 2446964	Scania	P, G, R, T	
8AI001	8AI001-RX	21750157, 21794709, 85013698, 85020453, 23037748	Volvo	FE 3, FL 3	B8R 3, B5LH 3, B8L 3
8AI002	8AI002-RX	21716414, 21716416, 22936980, 23108407, 23135528, 23108408	Volvo	FH 4, FM 4	B11R 3
8AI004	8AI004-RX	21716417	Volvo	FH 4, FM 4	

# DPF Accessory Kits & Sensor Ports

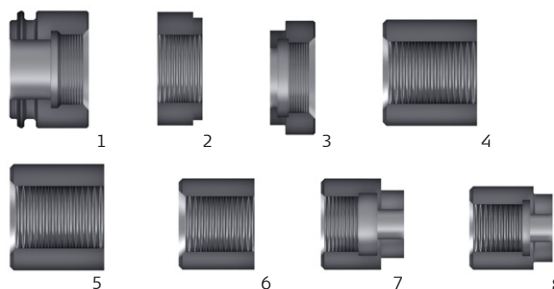
Dinex offers DPF accessory kits with all clamps and gaskets needed to replace DPF.



Make	Truck Model	BUS Model	Dinex DPF / DOC	Kit	Content
DA	CF / XF ->2018	VDL-Futura ->2018	2AI000	<b>2AL038</b> OE:1927181	1 x Gasket (Dinex no.: 2AL008 / OE no.: N / A) 1 x V-clamp (Dinex no.: 2AL009 / OE no.: N / A) 1 x Gasket (Dinex no.: 2AL010 / OE no.: N / A) 1 x Rope (Dinex no.: 2AL011 / OE no.: N / A) 1 x Knitwire (Dinex no.: 2AL012 / OE no.: N / A) 1 x Gasket (Dinex no.: 2AL018 / OE no.: N / A) 1 x V-clamp (Dinex no.: 2AL019 / OE no.: N / A)
DAF	LF / CF ISB4.5	Dennis-Enviro 200	1J1001	<b>2AL017</b> OE:1997442	1 x Gasket (Dinex no.: 6LL012 / OE no.: N / A) 1 x V-clamp (Dinex no.: 6LL011 / OE no.: N / A)
DAF	LF / CF ISB6.7 Dennis-Enviro 400	Dennis-Enviro 400 Scania- N	2AI003	<b>2AL022</b> OE:1926845	1 x V-clamp (Dinex no.: 2AL043 / OE no.: 2325404) 2 x Gasket (Dinex no.: 2AL044 / OE no.: N / A) 1 x Knitwire (Dinex no.: 2AL045 / OE no.: N / A) 1 x Rope (Dinex no.: 2AL046 / OE no.: N / A) 1 x V-clamp (Dinex no.: 2KL014 / OE no.: N / A) 1 x Flat clamp (Dinex no.: 2KL015 / OE no.: N / A)
DAF	CF / XF 2018->	VDL-Futura 2018->	2AI005	<b>2AL042</b> OE:2192099	1 x Gasket (Dinex no.: 2KL028 / OE no.: N / A) 1 x V-clamp (Dinex no.: 2KL030 / OE no.: N / A) 1 x Flat clamp (Dinex no.: 2KL029 / OE no.: N / A) 1 x Gasket (Dinex no.: 2KL055 / OE no.: N / A) 1 x Flat Clamp (Dinex no.: 2KL056 / OE no.: N / A) 1 x V-clamp (Dinex no.: 2KL057 / OE no.: N / A)
Iveco	Stralis / Trakker / X-way	Crossway / Urbanway / Crossway / Arway	2KI000 / 2KI002 / 2KI004 / 2KI019 / 2KI010 / 2KI016 / 2KI024 / 2KI025	<b>2KJ000</b> OE:5801651134	2 x Gasket (Dinex no.: 4IL003 / OE no.: 81.15901.0043) 1 x Gasket (Dinex no.: 4IL005 / OE no.: 81.15901.0044) 1 x V-clamp (Dinex no.: 4IL004 / OE no.: 81.97420.0184) 1 x V-clamp (Dinex no.: 4IL006 / OE no.: 81.97420.0185) 1 x Gasket (Dinex no.: 4IL014 / OE no.: 81.15901.0046) 2 x Gasket (Dinex no.: 4IL025 / OE no.: 81.15901.0045) 1 x V-clamp (Dinex no.: 4IL021 / OE no.: 06.67431.4282) 1 x V-clamp (Dinex no.: 4IL017 / OE no.: 06.67431.4125) 1 x Gasket (Dinex no.: 4IL060 / OE no.: 81.15901.0051) 1 x V-clamp (Dinex no.: 4IL059 / OE no.: 81.97420.0196) 2 x Gasket Set (Dinex no.: 4IL003 / OE no.: 81.15901.0043) 1 x V-Clamp (Dinex no.: 4IL004 / OE no.: 81.97420.0184) 1 x Gasket (Dinex no.: 5AL005 / OE no.: 000.491.1380) 1 x Flat clamp (Dinex no.: 5AL004 / OE no.: 001.995.4544) 1 x V-clamp (Dinex no.: 35822 / OE no.: 680.995.0202) 1 x V-clamp (Dinex no.: 5AL032 / OE no.: 002.995.9402) 1 x Gasket-graphit (Dinex no.: 5AL033 / OE no.: N / A) 1 x Gasket-metallic (Dinex no.: 5AL034 / OE no.: N / A) 1 x Gasket (Dinex no.: 50902 / OE no.: 000.491.1580) 1 x Flat clamp (Dinex no.: 5AL004 / OE no.: 001.995.5644) 1 x V-clamp (Dinex no.: 5AL003 / OE no.: 000.995.1833)
Iveco	Eurocargo	Crossway / Urbanway	2KI014 / 2KI015 / 2KI017 / 2KI020	<b>2KL017</b> OE:5801651206	1 x Gasket (Dinex no.: 5AL021 / OE no.: 000.491.1280) 1 x Flat clamp (Dinex no.: 5AL004 / OE no.: 001.995.5644) 1 x V-clamp (Dinex no.: 5AL055 / OE no.: 000.995.1833) 1 x V-clamp (Dinex no.: 5AL060 / OE no.: 000.995.7033) 1 x Gasket (Dinex no.: 5AL059 / OE no.: 000.492.1680) 1 x Clamp (Dinex no.: 2KL015 / OE no.: 003.995.5101) 1 x Gasket (Dinex no.: 6LL008 / OE no.: 2168586) 1 x Gasket (Dinex no.: 6LL006 / OE no.: 2097659) 1 x V-Clamp (Dinex no.: 6LL005 / OE no.: 2097660) 1 x V-Clamp (Dinex no.: 6LL000 / OE no.: 2137233) 1 x Gasket (Dinex no.: 6LL007 / OE no.: 2137602) 1 x Gasket (Dinex no.: 6LL002 / OE no.: 2137231) 1 x V-clamp (Dinex no.: 6LL000 / OE no.: 2137233) 1 x Gasket (Dinex no.: 6LL003 / OE no.: 2137236) 1 x Gasket (Dinex no.: 6LL029 / OE no.: 2986638) 1 x Wire mesh (Dinex no.: 6LL030 / OE no.: 2703596) 1 x Gasket (Dinex no.: 6LL031 / OE no.: 2699086) 1 x V-clamp (Dinex no.: 8AL006 / OE no.: 21445539) 2 x Metallic gasket (Dinex no.: 8AL069 / OE no.: 23599212) 1 x Wire mesh / gasket (Dinex no.: 8AL070 / OE no.: 23981350) 1 x Gasket / rope (Dinex no.: 8AL072 / OE no.: 24170836) 2 x Gasket (Dinex no.: 8AL005 / OE no.: 21570880) 1 x V-clamp (Dinex no.: 8AL006 / OE no.: 21445539) 1 x V-clamp (Dinex no.: 8AL016 / OE no.: 21445536) 2 x Gasket (Dinex no.: 8AL013 / OE no.: 21664918) 1 x V-clamp (Dinex no.: 8AL014 / OE no.: 21664904) 1 x V-clamp (Dinex no.: 8AL015 / OE no.: 21664906)
Iveco	S-WAY / -T-WAY 2019->		2KI028 / 2KI038 / 2KI036	<b>2KJ003</b>	
MAN	TGS / TGX ->2018	-	4II018	<b>4IJ002</b>	
MAN	TGL / TGM	Lion's city / Intercity	4II002	<b>4IJ003</b>	
MAN	TGL / TGM	-	4II003	<b>4IJ004</b>	
MAN	TGS / TGX 2018-> Tourliner	Tourliner / Cityliner / Skyliner L / Lion's coach	4II018	<b>4IJ007</b>	
Mercedes	Atego	Connecto / Citaro / Integro / intouro /	5AI001 / 5AI004 / 5AI015 /	<b>5AL029</b>	
Mercedes	Actros / Antos / Arocs	-	-	<b>5AL028</b> OE:003.995.0702	
Mercedes	Actros	Travego / Citaro / Connecto / Tourismo / Integro	5AI005 / 5AI003 / 5AI009 / 5AI010 / 5AI012 / 5AI013 / 5AI017	<b>5AL031</b>	
Mercedes	Actros	Travego / Citaro / Connecto / Tourismo / Integro	5AI007	<b>5AL062</b>	
Mercedes	Actros 2021->		5AI020	<b>5AL065</b>	
Scania	L / P / G / R / S	N / K	6LI000	<b>6LL016</b>	
Scania	L / P / G / R / S	-	6LI001	<b>6LL017</b>	
Scania	L / P / G / R / S F / K / NN / K		6LI002 / 6LI014	<b>6LL035</b>	
Scania	L / P / G / R / S 2018->		6LI010	<b>6LL036</b>	
Volvo / Renault	FH / FM T / K / C 2022->		8AI007	<b>8AL074</b>	
Volvo / Renault	FH / FM T / K / C	B11R(3)	8AI002 / 8AI004	<b>8AL031</b> OE:21775801	
Volvo / Renault	FE / FL Renault-D Wide / D-Narrow	B5TL(3) / B5LH(3) / B5LHC(3) / B8R(3)	8AI001	<b>8AL030</b> OE:21922979	

Dinex no.	Bushing Size	Type
9BB020	M20 x 1.5	1
9BB021	M20 x 1.5	2
9BB022	M18 x 1.5	3
9BB023	M18 x 1.5	4
9BB024	M16 x 1.5	5
9BB025	M16 x 1.5	6
9BB026	M14 x 1.5	7
9BB027	M14 x 1.5	8

Replacement sensor ports in the form of threaded bushings or weld bungs.





# Type approved aftertreatment system components

When you purchase Euro VI Diesel Oxidation Catalysts, Diesel Particulate Filters and Selective Catalyst Reduction units from Dinex you can fully trust that our product range has been approved according to the UNECE regulation 49.

The approval includes predetermined testing at an independent European Automotive certification facility, to ensure that Dinex aftertreatment system components meet the Euro VI emission regulation.

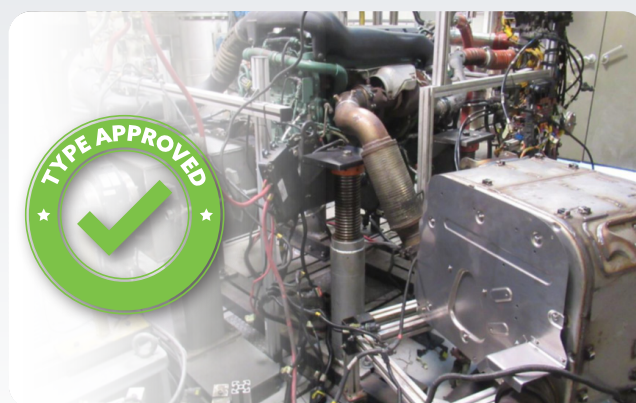


**Applus<sup>+</sup>**  
**IDIADA**

## Why do Type Approvals matter?

Type Approval is your guarantee that vital technologies, such as catalysts (DOCs & SCRs) and particulate filters (DPFs), conform to Euro VI standards – both in terms of emission reduction, performance, and durability.

It's easy to get your hands on cheap replacement substrates without Type Approval, and there is a huge risk of these ending up in remanufactured Euro VI silencers, unless the workshop and the buyer clearly insist on maintaining full compliance.



## Know the risk before you take it

Legally speaking, using non-type approved solutions for a Euro VI vehicle, amounts to tampering with engine controls, installing AdBlue® emulators or other defeat devices, which if detected at roadside inspection or worthiness tests, can trigger fines of up to 15.000€, for driver and owner.

As if that's not enough, non-type approved solutions often fall short on durability and performance, which may lead to premature failures, unexpected repairs, and potentially lower fuel efficiency.

The temptation of skipping type-approval to save costs is understandable. But the risk of legal actions, higher maintenance and operating costs, and more frequent downtime, should be understood and taken into consideration.



### **Dinex endorses quality Reman**

*Proudly supporting some of Europe's leading certified remanufacturing workshops with type approved substrates. Check out our full range here, and reach out to us for references.*

# DPF Reconditioning

## For Euro VI vehicles



going the extra mile



## 3 STEP cleaning with OEM endorsed technology.

The cleaning process is utilized and approved by major OEMs in the commercial vehicle industry, ensuring that we do not compromise on the functionality and quality of the cleaning.

Typically, a standard cleaning is performed up to stage 1 and/or 2. However, Dinex goes a step further by cleaning the DPF up to stage 3. This is achieved using a proprietary chemical solution that dissolves hardened ash and restores catalytic performance.

The advantages are numerous, including improved fuel economy, extended service intervals, fewer regenerations, reduced downtime, and much more.



### Stage 1 – Pneumatic cleaning

- Removes bulk of loose ash and soot



### Stage 2 – Thermal cleaning

- Removes remaining soot & coke; loosens ash



### Stage 3 – Recondition

- Proprietary chemical solutions
- Dissolves hardened ash
- Restores catalytic performance
- Removes oil & coolant contamination

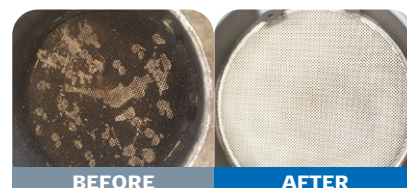
**At this stage, twice as much ash and pollutants will have been removed from the filter, as with a simple 2-stage cleaning.**



Heating and washing



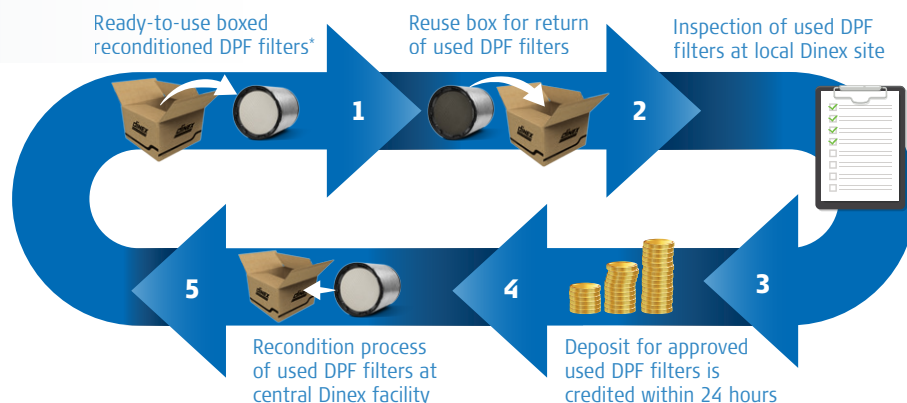
Ultrasonic & chemical cleaning



**2 years warranty** on all reconditioned diesel particle filters delivered by Dinex.

# Exchange Flow

The Dinex particle filter kit contains a Recon filter and needed accessories.



\*Clamps and gaskets included

## Dinex DPF options based on your specific needs.

	<b>CLEANING</b> Low Cost	<b>RECON</b> Best Value	<b>NEW</b> High Quality
<b>Price</b>			
<b>Downtime</b>	~24-48hrs	~1.5 hours	~1.5 hours
<b>Effectiveness</b>	30-60%	95%	100%
<b>Back Pressure</b>	Good	Similar to new	Best
<b>Fuel Economy</b>	Good	Similar to new	Best
<b>Service Interval</b>	Good	Similar to new	Best
<b>Availability</b>	~24-48 hrs	Stocked	Stocked
<b>Warranty</b>	No warranty	2 Years	3 Years
<b>Maintain Ownership</b>			
<b>Consistency</b>			
<b>Clamps and gaskets</b>	Not included	Included	Included
<b>Shipping</b>	Unknown	Included	Included
<b>No Core Charges</b>			
<b>Usage history</b>	Known	Unknown	Known
<b>Dinex Certified</b>			

### Exact fit for

DAF, FORD, IVECO, MAN, MERCEDES, RENAULT, SCANIA, VOLVO

A low-cost alternative that allows you to maintain ownership of your DPF. Want to avoid downtime? Keep a spare Dinex DPF on your shelf, and start your own exchange program. Dinex recommend the usage of a reputable, high quality DPF cleaning facility. Not all cleaning services are equal.

Avoid downtime with a convenient Recon program competitively priced with low core charges. Simple, certified and backed by a 2-year warranty.

Predictability and performance. On average, a new DPF will withstand 2-3 cleaning in its lifetime. Lifespan highly dependent on application, duty cycle, maintenance and upstream performance. Please contact your rep for more details.

Studies of Total Cost of Ownership (TCO) over an 2.000.000 km duty cycle, shows that fleet owners save in average over 2.000 € in reduced downtime, less frequent service intervals, and improved fuel economy - by using Reconditioning over traditional Cleaning.



# Fuel, Costs, Time & CO<sub>2</sub>:

Reconditioning of Particulate Filters is a big win for everyone

**Diesel Particulate Filters (DPF) remove over 99,9% of harmful particles from the exhaust of Euro VI trucks, but to remain functional they need to be cleaned from time to time. Most workshops offer simple 2-stage cleaning, but the advantages of a full 3-stage Reconditioning is worth noting.**



going the extra mile



As the filter traps particles and soot, and incinerates it during regeneration, a layer of ash starts to form. Over time, the layer grows and obstructs free flow through the filter, and more importantly: Shades the catalytic coating on the filter's surface and reduces its ability to passively regenerate. Back pressure increases, engine-controlled active regeneration occurs more frequently, the ash-layer hardens due to extreme temperatures, and all together the engine's fuel efficiency reduces.

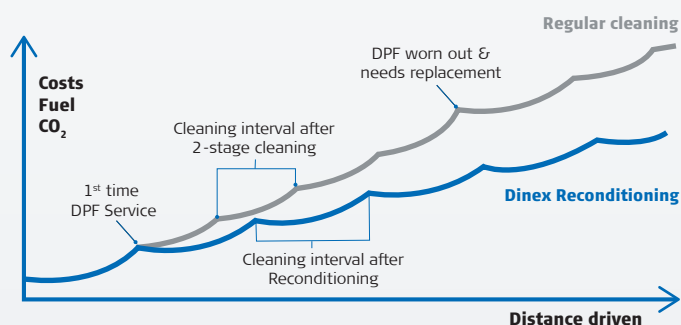
Eventually, the engine says: **"STOP!"** and lights up the DPF warning symbol, telling you it's about time for filter service.

## How is Reconditioning different?

During a regular 2-stage cleaning the DPF is heated up to loosen ash, and then flushed using pressurized air or hot water. It's a cheap & simple method, but unfortunately ineffective with hardened ash, and usually requires a downtime of 24-48 hours – unless the workshop has a spare DPF.

A 3-stage cleaning adds **Reconditioning** as an additional step, during which hardened ash is removed using a chemical solvent in an ultrasonic bath. This removes up to **90%** more ash than a simple 2-stage cleaning, and "re-activates" the catalytic coating, restoring the filter to nearly new condition.

It also takes more time, but thanks to a core exchange cycle where used filter are looped in, refunded, and a reconditioned replacement is purchased, truckers can be back in the road in less than an hour.



## What's in it for you?

**Longer Cleaning Intervals:** A 2-stage cleaned DPF is expected to have a 30% shorter cleaning interval than one which is brand new – or a 3-stage reconditioned – saving workshop visits, downtime, and service costs

**Better Fuel Efficiency:** With a better flow and improved ability to passively regenerate, a recon-DPF allows the engine to run more efficiently, thus saving fuel consumption and costs.

**Durability:** Hardened ash increases mechanical and thermal stress of the DPF. As traditional cleaning fails to remove this, a DPF is rarely expected to endure more than 1.000.000 km of operation, but with reconditioning it is not uncommon that it lasts up to twice as long.



Cut-through of a filter after it went through a 2-stage cleaning. The white residues remains, and will continue to partially block the exhaust flow.

## For your business, and our planet

Altogether those 3 advantages may result in cost savings of nearly **2.000€** over a **2.000.000 km** cycle. And as if that weren't enough, there's also a fourth advantage. But that's for the planet: Avoided CO<sub>2</sub>e-emissions from the fuel saving and extended filter durability, can very well accumulate to over **3 tons!**

Dinex offers an extensive reconditioning program for all European makes and models. Using OE-endorsed equipment and validation procedures, and accepting **only type-approved filters** in our core exchange loop, we're proud to offer yet another solution: For the industry, and our planet.

# Reman boom stresses the need for vigilance!

Replacing a broken Euro VI silencer is a costly affair, so it's really no wonder why truck owners increasingly turn to Remanufacturing. But as new markets bring new opportunities, new risks also surface.

going the extra mile

All You Need From Turbo to Tailpipe



## Why do Type Approvals matter?

Type Approval is your guarantee that vital technologies, such as catalysts (DOCs & SCRs) and particulate filters (DPFs), conform to Euro VI standards – both in terms of emission reduction, performance, and durability.

It's easy to get your hands on cheap replacement substrates without Type Approval, and there is a huge risk of these ending up in remanufactured Euro VI silencers, unless the workshop and the buyer clearly insist on maintaining full compliance.



### Dinex endorses quality Reman

Proudly supporting some of Europe's leading certified remanufacturing workshops with type approved substrates. Read the full article and check our full range here.



## The smarter, safer choices

### Buy Reman from Professionals

Get recommendations, contact the supplier, and make sure you ask for:

1. Assurance that all 3 types of substrates has been replaced: DOC, DPF and SCR.
2. Type Approval documentation or homologation no. of replaced substrates.
3. Confirmation that a proper Root Cause Analysis (RCA) was conducted before Remanufacturing was started, and proper verification & pressure testing done afterwards.

### Buy New Type Approved Aftermarket

Dinex is the only Aftermarket supplier that offers brand-new Type Approved Euro VI silencers at 40-50% off regular OE prices.



**8AC000** for  
**Volvo FH/FM**



**41C000** for  
**MAN TGX/TGS**



**2KC005** for  
**Iveco Stralis/Trakker**

## Did you know?

Dinex also supplies a full range of sensors, injectors and other Mechatronics for Euro 5 and 6 vehicle.



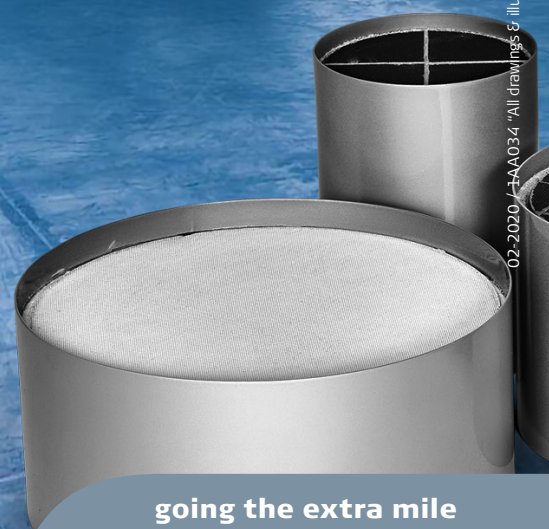
Check out the full range here.



NO<sub>x</sub>, Temperature- & Pressure sensors.  
Pumps, Filters and Injectors for AdBlue®.  
Remanufactured Diesel Injectors.



**Dinex is ready to serve you**



going the extra mile

