



**Please read the core return instructions carefully prior to your DPF core return. To ensure fast support and handling of the returned DPF we ask you to fulfill the checklist according to the instructions.**

## Core return instructions

- Following the approved core return validation, the DPF is to ready to be returned.
- Place the returning core in the supplied plastic bag and repackage the DPF using the foam inserts included.
- Add the completed core quality checklist in the box.
- Write the Dinex order number and customer order number on the outside label.
- A prepaid shipping label can be found within the original Dinex Recon DPF box. Place the shipping label on the box, and schedule a carrier pick up.
- All DPFs have to be returned to Dinex.

\*Please note that if a core does not pass core return criteria, no core deposits will not be credited. A denial worksheet will be provided with all failure details. The failed DPF core will be recycled on behalf of Dinex Emission Inc. or, upon request, returned at the customer's expense.



**on all reconditioned diesel particle filters delivered by Dinex.**

## Core Return Quality Criteria

### Dinex Core Quality Return Checklist

	PASS	FAIL
<b>Step 1</b> – DPF matches characteristics of typical accepted DPF core	<input type="checkbox"/>	<input type="checkbox"/>
<b>Step 2</b> – Inspect for signs of soot or black holes on clean side of DPF	<input type="checkbox"/>	<input type="checkbox"/>
<b>Step 3</b> – Inspect for discoloration rings or circles, melted core	<input type="checkbox"/>	<input type="checkbox"/>
<b>Step 4</b> – Inspect for chips, cracks, dents and or bent rims	<input type="checkbox"/>	<input type="checkbox"/>
<b>Step 5</b> – Inspect for packing failure loose core	<input type="checkbox"/>	<input type="checkbox"/>
<b>Step 6</b> – Inspect for signs of fluid, oil, coolant, rust and/or chemical stain	<input type="checkbox"/>	<input type="checkbox"/>

**Inspected by:** \_\_\_\_\_

**Date:** \_\_\_\_\_

## Step 1

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)



Spotchy 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 2

### 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 3

### 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.

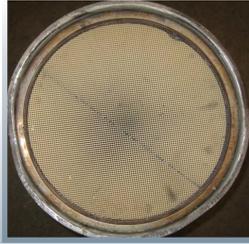
## Step 4

### 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 5

### 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 6

### 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).

