

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



A broken Euro VI silencer often involves one or several damaged catalysts or filters (commonly named "Substrates"), or a blockage of crystallized AdBlue® residues. Nothing that a professional remanufacturing workshop can't fix, simply by replacing the substrates and cleaning the insides.

As a concept, Remanufacturing of Euro VI silencers is an obviously positive no-brainer. A good, professional reman-job results in a product that performs like new, with a CO₂-footprint 80-90% lower, and a very attractive price-tag. Both planet & wallet win!

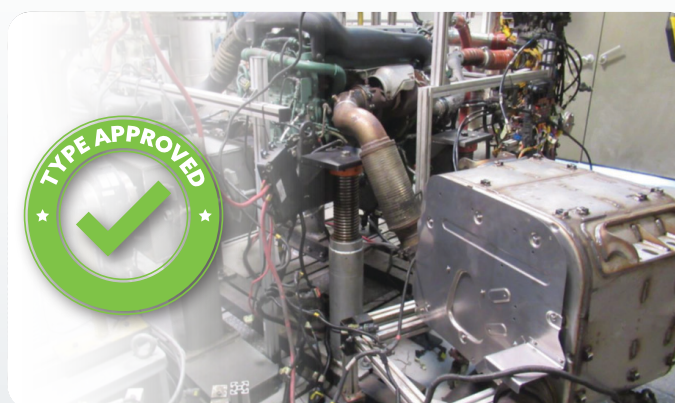
But as the market grows, quality variations rise, and pitfalls start to show. Recent findings by Dinex and our partners reveals that not all reman-suppliers are keen on upholding the same standards, and guess who's stuck with the consequences: Drivers, and truck owners.



Why do Type Approvals matter?

Type Approval is your guarantee that vital technologies, such as catalysts (DOCs & SCR) 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

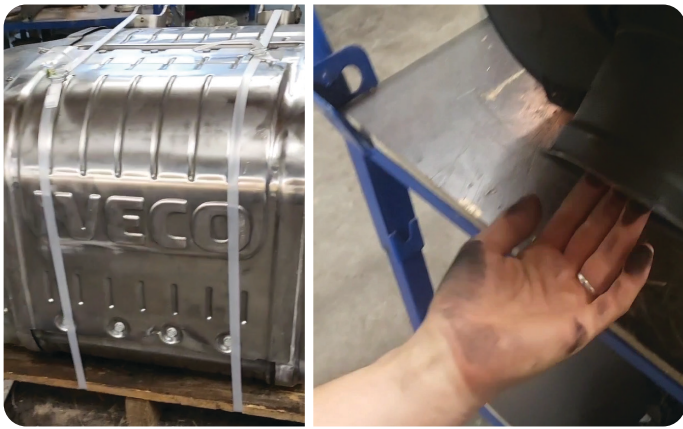
Proudly supporting some of Europe's leading certified remanufacturing workshops with type approved substrates. Check out our full range here, and reach out to us for references.

Avoid poor craftsmanship (& dishonesty)

The expression: "You get what you pay for" doesn't always apply. Earlier this year, a Dinex partner was charged 3.000€ (!) for an Iveco Stralis Euro VI silencer, which at first seems like a steal, compared to a typical OE level of 8-9.000€. But as it turned out to suffer from all the below-mentioned flaws, it could easily have ended up as a costly affair, if a regular customer had installed it.

A simple visual inspection is rarely enough to recognize a good quality remanufactured Euro VI silencer, from a bad one. It depends on craftsmanship, honesty, and transparency.

To stay in touch with market trends Dinex and affiliated partners regularly acquire reman Euro VI silencers for tests and disassembly, and while our findings demonstrate that there certainly are high-quality solutions out there, we unfortunately also see examples of the opposite:



A Dinex partner acquired this remanufactured Iveco Stralis Euro VI silencer. Even before disassembly, black soot in the outlet indicated that something was wrong.

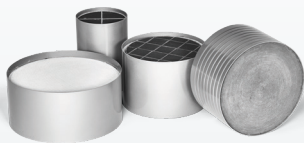
The smarter, safer choices

So, let's draw conclusions: How to avoid pitfalls without breaking the bank? We got 2 options for you:

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.



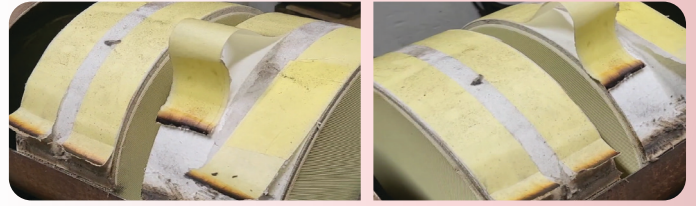
Let's find the right reman-partner

Reach out to your local Dinex sales office for references to professional & recommended Remanufacturing suppliers.



SCR substrate poorly installed.

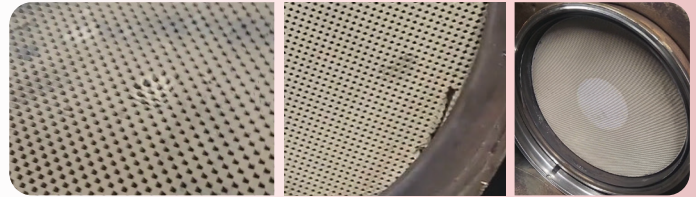
Allows exhaust gas to bypass, leading to excessive AdBlue® consumption, potential crystallization, and eventually the substrate may simply break loose.



SCRs only loosely mounted using tape.

DOC substrate invoiced, but not replaced.

An aged DOC affects system temperature, DPF regeneration, and SCR functionality. If customer pays for a new one, it is vital that they get it.



DPF has cracks that allows exhaust gas to bypass, and should have been exchanged.

Substrates of unknown origin.

Type approved parts must have manufacturer and homologation number engraved. In many cases we see this missing, making it impossible to verify quality.



SCR substrates replaced, but no indication of Type Approval or Homologation number.

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



Your Aftermarket supplier

Check out our full range of complete Euro VI exhaust systems, including type approved silencers, and place your order via our online catalog.