Pour le Français | Für Deutsch | Para Español | Per Italiano | Dla Polskiego

Dinex Recon RX DPF Return & Inspection Checklist

Important: Health & Safety Guidelines

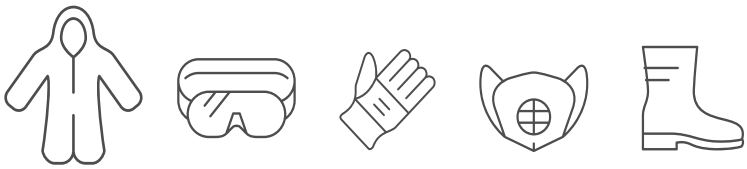


Used DPFs contain harmful soot, ash and ultra-fine particles collected from vehicle exhaust. Improper handling will expose you and people around you to serious health related risks.

Avoid skin contact. Avoid eye contact. Avoid inhalation.

Never attempt to clean a used DPF yourself. Do not use compressed air to blow out the filter, and avoid working in windy areas or near compressed-air operations, as harmful particles can easily become airborne.

Recommended personal protection



Always wear protective gloves, safety glasses and appropriate respiratory protection. We also recommend wearing full protective clothing and shoe covers, as harmful particles can stick to your clothes and hair.

DPF Core inspection checklist

1. To maintain quality and Type Approval compliance throughout the reconditioning process, Dinex only accepts original OE DPFs or Dinex Type Approved DPFs.
2. The OE reference of the DPF you are returning must match one of the OE references covered by the Dinex Reconditioned DPF you received. Check the Dinex Partner Portal for the latest OE cross-references.

   Example: If you purchased Dinex part number 41002-RX, the DPF you return must have an OE reference matching 81.15103.0107 or 81.15103.9107.
3. Inspect the DPF intended for return according to the visual inspection criteria on the next page.
4. Place the used DPF in the enclosed protective bag and reuse the original box and internal protective packaging for returning, to prevent damage during transport.
5. Include this document completed and signed box (see page 2), or use the online form at shop.dinex.eu
6. Return the DPF according to the agreed shipping terms and delivery address.

DPF Core Visual Inspection Criteria

1. **Housing inspection:** Dinex accepts mechanical and structural damage to the metal housing, provided the ceramic core remains intact. This includes corrosion (1), displaced cores (2), and broken brackets (3). Surface dents (4) are also acceptable, but may conceal internal damage that could lead to rejection during reconditioning.

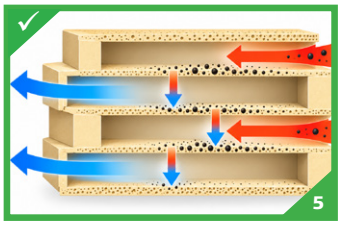


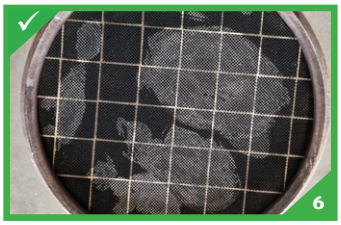


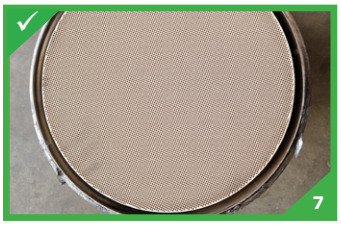


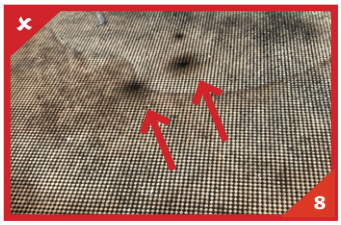


2. **Core initial inspection:** A functional DPF has alternating channels plugged at opposite ends (5), forcing exhaust gases through the channel walls. Soot on the inlet side (6) is normal, while the outlet side should be clean (7). Visible soot on the outlet side (8) may indicate damaged or open channels, resulting in rejection.





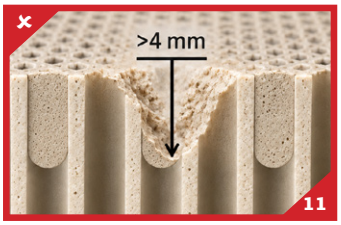


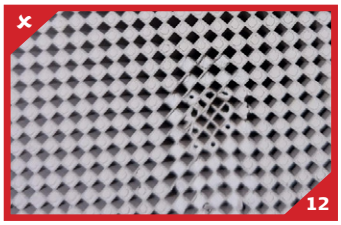


3. **Core structural inspection:** Minor scratches (9) and chips (10) are acceptable if less than 4 mm deep, provided no channels are exposed. DPFs with damage deeper than 4 mm (11), fully open channels (12), severely damaged edges (13–14), or cracks across multiple channels (15–16) will be rejected, as these defects compromise the DPF's integrity and filtration performance.



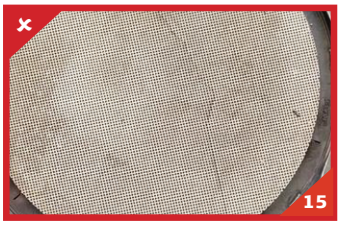


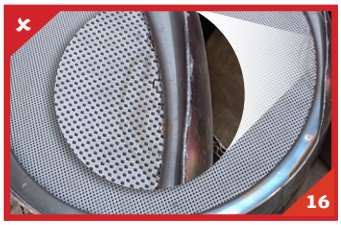










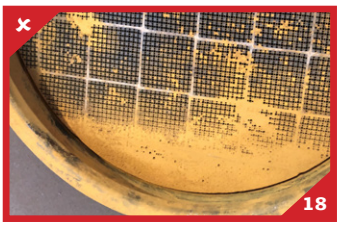


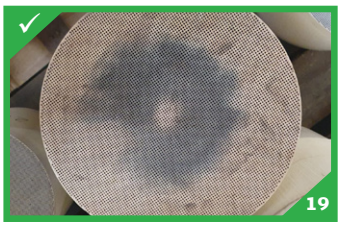
4. **Liquids, corrosion & other defects:** Light corrosion or discolouration (17) is acceptable if channels remain unobstructed. Heavy corrosion or blockage (18) results in rejection.

   Light dark or reddish staining (19–20), often caused by coolant, may be acceptable. Heavy AdBlue®/DEF crystallisation (21) or dark, sticky engine oil deposits (22) will result in rejection.

   Fuel contamination (23), often identified by smell rather than appearance, also results in rejection. Wavy or distorted ceramic surfaces (24) indicate internal melting or thermal damage and cannot be accepted.

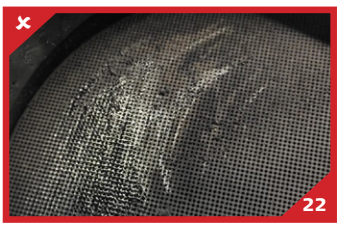




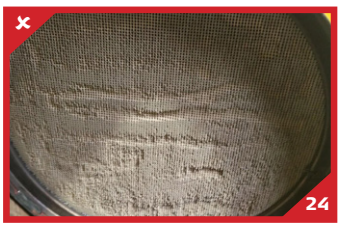












Company name	**Date of inspection**
Dinex part number	**Name of inspector**
DPF Recon return ID	**Signature**