

## **WARNING: IMPORTANT INFORMATION**

**PLEASE READ BEFORE INSTALLATION. FAILURE TO COMPLY MAY INVALIDATE THE WARRANTY. BY INSTALLING THIS PRODUCT YOU ACCEPT AND ACKNOWLEDGE THE INFORMATION PROVIDED BELOW.**

### General Information

- These remanufactured/exchange diesel products are remanufactured to the OE specification and individually tested to the manufacturer specified settings using the latest test plan data.
- Installation should only be carried out by a competent trained technician.
- Before installing a new diesel pump or injector confirm that the diagnosis is accurate, including identifying and curing the root cause of the failure. The most common causes of diesel pump and injector failure is fuel contamination; water, dirt or incorrect fuel. Also check that the part number being removed corresponds with the replacement part number, a direct replacement or a correct supersession.
- Refer to the vehicle manufacturer specifications or repair data for additional information such as torque settings, coding to vehicle ECU, priming/bleeding (pumps) and/or any other vehicle manufacturer related procedures, instructions or recommendations.
- Manufacturers recommend that all high pressure pipes, fittings and seals are replaced when replacing injectors. Also ensure that the combustion chamber seal is replaced and the injector seat is cleaned and re-cut, if required, to ensure it seals correctly.
- Do not dismantle or adjust any pressure fittings on your replacement unit – if you think something does not 'look right' please call your distributor for advice
- Diesel Systems operate under very high pressure and it is important that Health and Safety measures are observed and the minimum PPE should include eye protection and protective gloves.
- Units may be 'wet' in the internal packaging due to the calibration fluid used in the testing process. This is normal and is not a cause for concern; calibration fluid is inert and non-flammable. Units are sealed, capped and protected after testing then packed in anti-corrosive packaging before finally being labelled and boxed.

### Warranty

Common Rail Pumps and Injectors carry a 24 month warranty (all other units/products 12 months) against manufacturing or remanufacturing defects, limited to the cost of the replacement part only. Please refer to your distributor for full terms and conditions.

Warranty can only be verified and validated upon production of proof of purchase and upon return of the unit for a test and report. Warranty is limited to the cost of the replacement part only. All units are tested to the manufacturer specification using the OE test plan software on the recommended test equipment (e.g. Bosch, Hartridge)

Warranty may be rejected if the part:

- has been incorrectly installed or mis-diagnosed
- is physically damaged due to mis-handling
- is found to be contaminated with dirt and/or water or non-conforming bio-fuels or additives

ALL units are fully bench tested following remanufacture/manufacture before being sealed and protectively packed.

For any further information please call your Diesel Distributor. Please provide details of any vehicle fault codes, diagnosis readings, vehicle symptoms and details of the diagnosis equipment used.

**PLEASE NOTE WARRANTY CLAIMS WILL BE VOID IF RETURNED UNITS ARE FOUND TO CONTAIN DIRTY OR CONTAMINATED FUEL. UNITS STRIPPED & TESTED UNDER WARRANTY WILL BE INSPECTED WITH A MICROSCOPIC FORENSIC CAMERA. PARTS ARE NON-RETURNABLE ONCE FITTED UNLESS SUBSEQUENTLY FOUND TO BE FAULTY. IT IS HIGHLY UNLIKELY THAT A COMPLETE SET OF INJECTORS WILL BE FAULTY SO ANY POTENTIAL CLAIMS FOR SETS OR MULTIPLES OF INJECTORS SHOULD BE DISCUSSED WITH YOUR DISTRIBUTOR BEFORE BEING REMOVED FROM THE VEHICLE.**

### Diesel Fuel Quality

The major Diesel Fuel Injection System Manufacturers (Bosch, Delphi, Denso, Siemens VDO and Stanadyne) issued a 'Common Statement Paper' issued in 2009 and updated March 2012 and this states the following:

'The European fuel standard EN 590:2009 embodies the latest fuel quality requirements. Fuel injection equipment manufacturers' products might not meet the expected lifetime performance and emissions targets if EN 590:2009 fuel or fuel with similar properties to the EN 590:2009 specification is not used. The responsibility therefore must fall to the equipment user and/or the fuel supplier to ensure that the fuels used are compatible with the fuel system and objectives of the emissions legislation.' It also says: 'Users of diesel engines are reminded that fuel standards apply only to the point of delivery from the distribution network, generally from the pump nozzle of the filling station. From this point on it is the user's responsibility to protect the fuel from free water and dirt contamination to enable engines to achieve their designed performance, emission, and durability targets.'

(Source Web -Fuel Requirements for Diesel Fuel Injection Systems – Joint FIE Manufacturers Statement, issued in Sept 2009 and updated in March 2012, copies available upon request)

The implication of this statement is that correct fuel quality is critical to diesel system performance and lifespan. This is particularly true in modern high pressure common rail systems. The most frequent causes of diesel pump and injector failure are:

- Poor Quality Fuel (from dirt ingress, particulate contamination, water content, petrol content, bio content)
- Use of non-approved fuel and/or additives
- System contamination of the fuel tank/corrosion of the tank or tank internal coatings.

In the event of suspected fuel contamination always ensure the complete system, including the fuel tank is flushed clean and dried to remove all traces of moisture. Fuel lines and the supply/feed pump (e.g. 'in tank feed pump'/sender unit) should also be checked and replaced if necessary.

We advise changing the fuel filter with the OE replacement or an OE equivalent as these are designed to trap both water and very fine particles. This is particularly important on modern common rail diesel systems ensuring that the high precision parts are protected with clean fuel from the start.

### Old Unit/Core Return Instructions (if surcharged as exchange product)

#### **1. Acceptable core condition.**

To be acceptable for surcharge credit the old unit(s) returned **MUST**:

- Be the same or equivalent part number, type and model as supplied (if unsure, please check with your distributor)
- Be intact, not dismantled or stripped.
- Be complete, with solenoid and associated connections where relevant.
- Not be damaged by impact, crash, crushed, dropped or removal methods.
- Not be excessively corroded beyond a condition consistent with normal vehicle use.
- Not have any cracked or broken casings, castings, manifolds or stud housings.
- In general core will be accepted for return and refunded whenever possible. It is essential for maintaining the process of remanufacturing, recycling, saving valuable energy and the planet's resources. We appreciate that failed units may be damaged internally.

#### **UNITS THAT DO NOT MEET THE CRITERIA WILL NOT BE ELIGIBLE FOR SURCHARGE CREDIT**

#### **2. Return procedure.**

Please follow these guidelines when returning old units; it will help to preserve their value and enable refund.

- Check for acceptability (as in section 1 above).
- Drain all fuel from the pump housing, pipes or injectors.
- Wipe off excess fuel, oil, dirt and any other contaminants.
- Re-use protective caps supplied with your replacement unit.
- Reuse the polythene bag and place securely in the box the replacement unit came in.
- Return to your distributor.