



WARNING

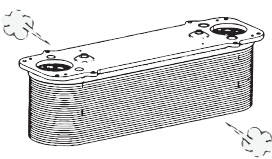
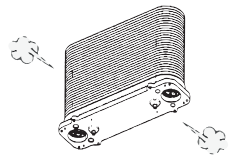
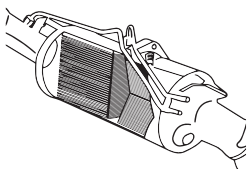
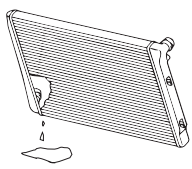


Not following the instructions below may result in damage of the product supplied by us and refusal of the claim due to improper installation of the product.

BEFORE YOU START INSTALLING THE EGR MODULE, ENSURE THAT ALL INSTRUCTIONS AND RECOMMENDATIONS BELOW ARE FOLLOWED.

The purpose of the following information is to highlight the locations in the cooling system that need to be checked before installing the purchased EGR.

RECOMMENDED INSTALLATION PROCEDURE:

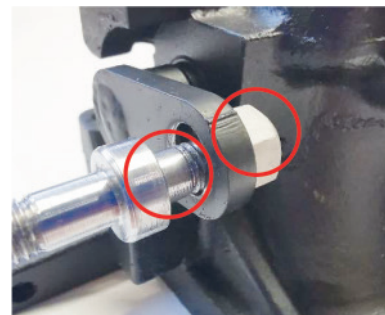
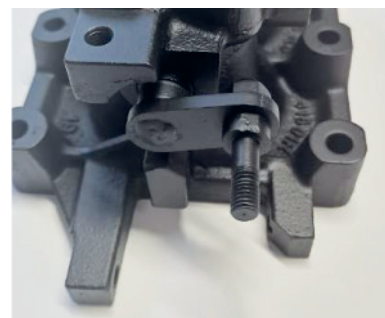
1 Check the tightness of high-pressure charge air cooler. 	3 Check the tightness of low-pressure air cooler. 
2 Check the efficiency and patency of DPF filter. We recommend to change the filter before installation. 	4 Check the tightness of cooling circuit as the liquid leakage may cause incorrect operation and lead to EGR module or engine damage. 

Not following these instruction may lead to EGR module damage causing **overheating, leakage of cooling liquid** or **engine damage**.

Each part has a temperature label that indicates the temperature the part has reached during operation. **The temperature must not exceed 100 C°**. Overheating usually occurs when there is not enough coolant in the cooling circuit, so it is important to check for any possible leaks before installation. It is also necessary to top up the coolant according to the manufacturer's instructions prior operation.

FOLLOW THE BELOW INSTRUCTIONS:

- 1** Loosen the pin connecting the throttle to the electric actuator using the flat wrenches – 12 and 13.
- 2** Change the position of the screw (see the picture).
- 3** Loosen the self-locking nut together with the washer.
- 4** Move the lever.
- 5** Tighten the nut.
- 6** Start the car.
- 7** The calibration is complete when the error light turns off.
- 8** To change the setting, it is enough to move the lever by 1 mm, so we recommend gentle, gradual setting of the pin.



ATTENTION!

To ensure the correct operation of the cooling system of MAN TGX Euro 6, it is necessary to calibrate the throttle manually with an actuator.



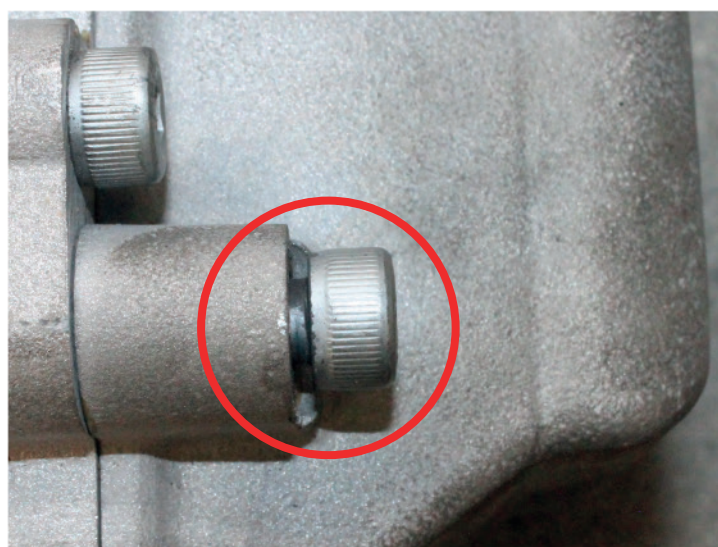
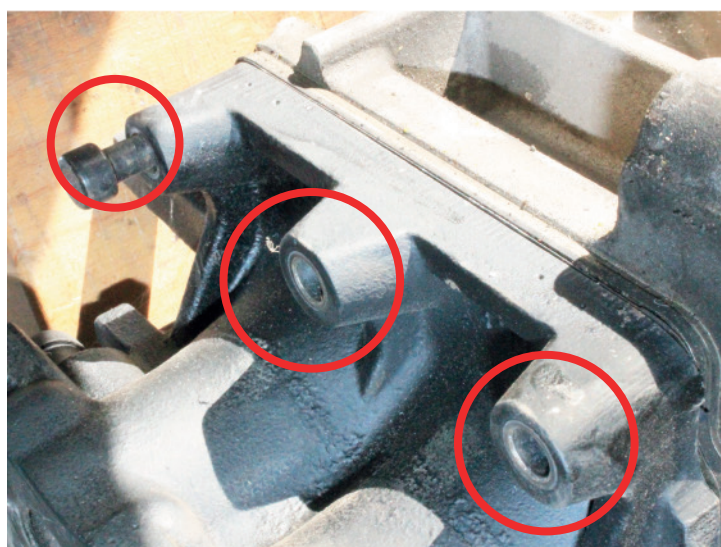
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Common reasons for unjustified claims

Examples of remanufactured EGR modules damaged after just a couple of kilometres due to inexpert installation or not following the recommended steps.



Loose or missing screws

Indicates unauthorized tampering with the part. Loose screws can lead to coolant leakage.



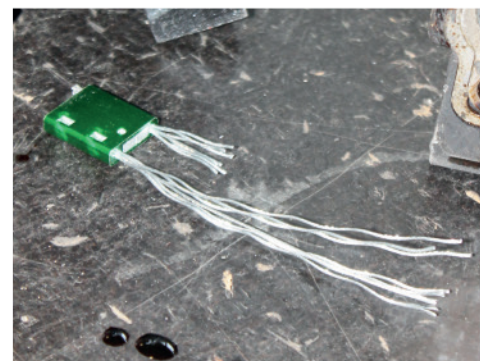
Disassembled part

Not accepted.



Overheated part

A temperature exceeding 100 °C on the temperature sticker indicates a lack of coolant in the cooling circuit. Failure to comply with recommended points 1-4 in the installation manual may be the cause.



Broken warranty seal

Indicates unauthorized tampering with the module. Part that can no longer be objectively assessed.