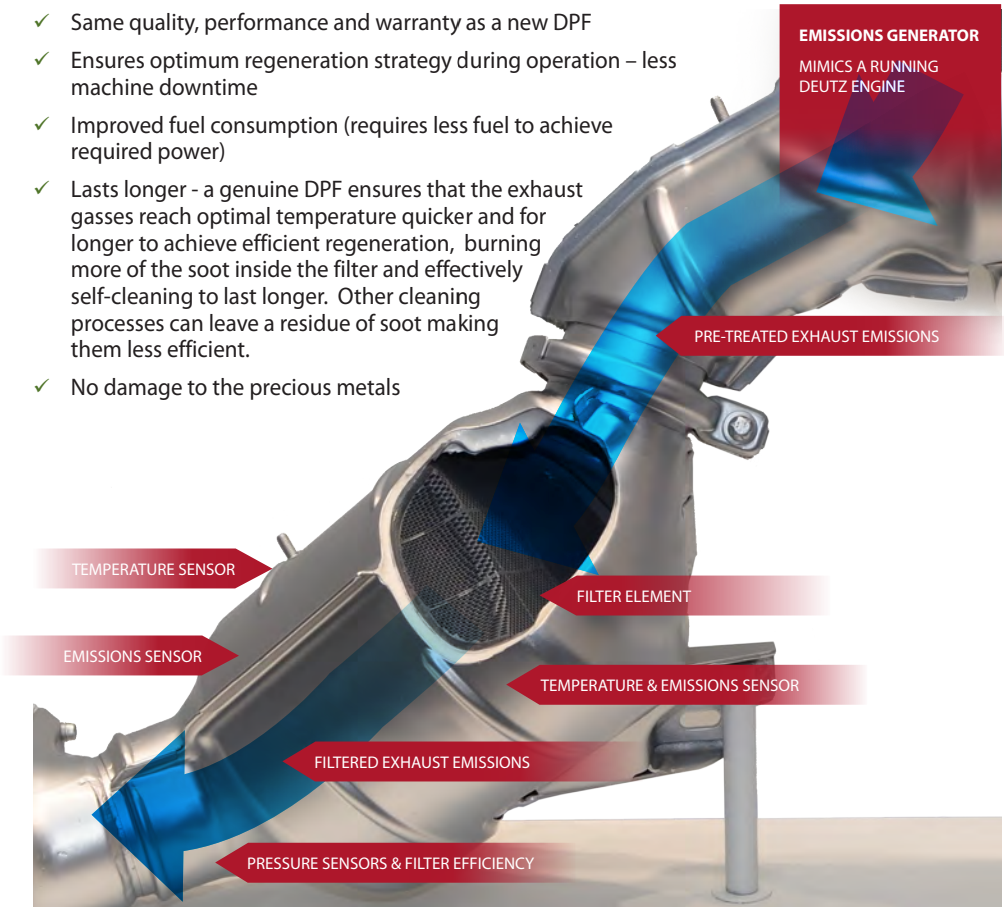
Genuine Reman DPF Filter

FENDT

If you have noticed a drop in performance, lower fuel economy or a loss of power it may be time to get your DPF filter cleaned. You may even be infringing the engine emission regulations if you are running with a blocked or inefficient filter. >> **You could save money long term by being pro-active in getting your DPF cleaned.**

Why chose a Genuine AGCO Reman DPF Filter?

- ✓ The only solution for your Fendt machine with a 'hot test' to comply with emission standards
- ✓ 100% functionality – "as new" filter
- ✓ Not just a "clean" – the AGCO Reman DPF goes through a systematic process
- ✓ Same quality, performance and warranty as a new DPF
- ✓ Ensures optimum regeneration strategy during operation – less machine downtime
- ✓ Improved fuel consumption (requires less fuel to achieve required power)
- ✓ Lasts longer - a genuine DPF ensures that the exhaust gasses reach optimal temperature quicker and for longer to achieve efficient regeneration, burning more of the soot inside the filter and effectively self-cleaning to last longer. Other cleaning processes can leave a residue of soot making them less efficient.
- ✓ No damage to the precious metals



How is this achieved?

The Genuine solution uses unique specialist equipment and test rigs to ensure all DPFs that leave the factory are just as good as new. The unique process of the Genuine AGCO solution compared to a standard clean is the "Emissions Generator". This machine is calibrated exactly to the OE engine specification and is used to create a "real life" test of the filter by mimicking a working engine at running temperature. Sensors are used before and after the DPF filter to measure a consistent flow and pressure across the entire filter (no blockages or short circuits) and the presence of harmful gases. Only filters that meet strict OE specifications are allowed.

A Genuine AGCO Reman DPF filter will have gone through the comprehensive Reman process:

- ✓ DPF housing cleaned
- ✓ Dismantling of DPF filter (side pods, seals, clamps)
- ✓ First check for damage using a light transmitted through the filter
- ✓ Mechanical clean using patented process (stage 1)
- ✓ Testing using a specially designed and calibrated test bench
- ✓ Mechanical clean using patented process (stage 2)
- ✓ Final test using an emissions generator that mimics exactly the emissions of a Fendt Engine
- ✓ Complete assembly using new seals

Throughout the testing process various sensors measure the effectiveness of the filtration and the catalytic effect. The final test consists of a seal test followed by the engraving of the part number onto the filter. The documentation from the tests is logged in a computer system for reference and the DPF is packaged.

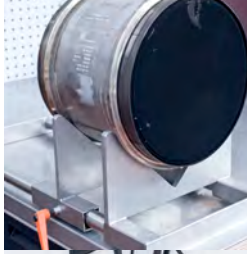
Many issues with a DPF cannot be recognized without specialist knowledge and experience, for example:

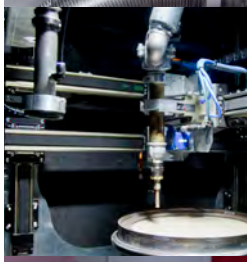
- ✓ DPF filled with various flammable liquids (fuel, oil)
- ✓ DPF filled with sulphur
- ✓ DPF has been thermally overloaded – damaging the special metal coating (platinum). Further overloading can cause the monolith to melt

What can cause a DPF to get clogged quicker?

- ✓ Using non-genuine oils and filters
- ✓ Using non-genuine injectors / fuel pump
- ✓ Using non-genuine turbo

The following genuine AGCO Reman DPF filters are now available:





Z743200111021 - 714 / 716 / 718 / 720 / 722 / 724
Z954200111040 - 927 / 930 / 933 / 936 / 939
Z842201110060 - 822 / 824 / 826 / 828
Z438200110051 – 512 / 513 / 514 / 516

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Designed by Fendt, for Fendt