

# Isuzu DPD/DPF Repair

## Fix engine derate and fuel dilution issues.



**Isuzu truck ECU reprogram.  
Power upgrades, custom programming etc:**

**\$1800**



Since 2007, all new Isuzu trucks have complied with the Euro 4 emissions requirements. To meet these requirements Isuzu use a combination of Exhaust Gas Recirculation (EGR) and Diesel Particulate Diffuser (DPD) emission systems. In 2011 the EGR was improved with extra cooling and the fuel injection pressures were increased as well as some engine management modifications to meet the emissions requirements of Euro 5.

The addition of EGR and DPD systems to the 4HK1 and 6HK1 engine series has resulted in **severe** operational issues for the owners of these vehicles. The modern common rail Euro 4/5 engine is no longer suited to a remote and harsh minesite environment. I have personally been involved with engines lasting less than 150,000 km, with constant trips to the dealership for forced DPD regens, when the previous old truck had well over 300,000 km without any engine check light or mechanical issues.

Problem #1 - DPD blocked, regeneration fail, engine derate. The most common issue with these new trucks. All it takes is a small bit of mud in the wrong place to stop the exhaust flap from operating. Also caused by continuous idling in cold conditions. The vehicle will try 3 times to perform the regeneration, then go into a severe derate. In severe cases the DPD is damaged beyond repair, resulting in a \$8000+ repair bill. Also while trying to regenerate the DPD, extra fuel is injected into the engine in an attempt to raise exhaust temperatures. This leads to the next problem.

Problem #2 - Fuel Dilution, caused by regeneration attempts. This is the silent, but severe problem with the Isuzu DPD system. During regeneration, the engine injectors are fired during the exhaust stroke, sending fuel down the exhaust to ignite the catalyst. Unfortunately this results in massive fuel dilution, especially with vehicles mainly used on minesites. Your engine oil dipstick has an X stamped above the full mark, this is Isuzu's indicator of fuel dilution. When the oil level reaches this mark you are supposed to change the oil, regardless of how many km the vehicle has travelled. This leads to an extreme reduction in oil viscosity, resulting in engine bearing damage, very quickly.

Isuzu trucks are excellent vehicles, let down by a poorly thought out emissions system. I can fix these issues, at half the cost of a dealership repair. After sales support is provided free of charge. DPD and EGR repairs are fully guaranteed.

Contact: **Goldfields Maintenance Contracting** on 0427 99 66 02