

# Freedom to repair with new generation of Euro VI silencers

It's packed with advanced technologies, and yet the reparability of traditional Euro VI silencers is highly limited by the OE-design. A new innovative design concept by Dinex is about to change that, and the first solution is already available for Iveco Eurocargo.



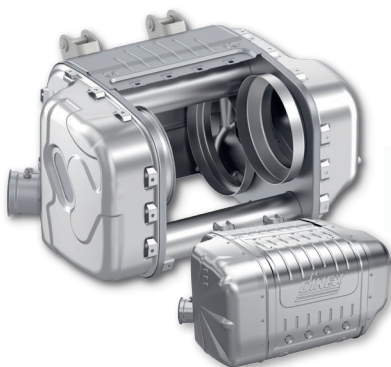
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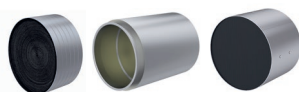


A lot of things can go wrong with a Euro VI silencer: The catalysts may deteriorate, get damaged, or AdBlue® deposits may form and prevent free flow. Yet only the particulate filter is designed for removal and replacement, meaning when other failures happen, the options are limited: Buy a new silencer or find a remanufactured replacement. Now, Dinex introduces a third option.

Inspired by the simplicity of inline-styled systems often seen in American trucks, this new design concept allows for replacement of any catalyst, and access to nearly all interiors, without cutting and welding. Just bolts, screws and clamps, meaning workshops can do simple repairs, save time & costs, with a minimal risk of poor assembly.



The first Euro VI silencer for Iveco Eurocargo with all substrates removable with simple bolts & screws.



## A complementary solution.

As the only aftermarket supplier in Europe offering both complete Euro VI silencers and a full range of catalysts and filters (all type approved), we've been working with some of Europe's leading remanufacturers for years.

Product Management Director Rogier van der Ouderaa has been involved from the beginning and has collected important insight from the industry:

*"A new Euro VI silencer is expensive, and it comes with a carbon footprint way above 1 ton of CO<sub>2</sub> in terms of raw materials and production resources. The remanufacturers are doing an important piece of work restoring malfunctioning silencers, and we're proud of supporting them with that. But the market is limited by availability, and that's why we think this new innovative concept is a great supplement, allowing workshops to do simple repairs instead of replacing the whole silencer"*



**Rogier van der Ouderaa**  
Product & Project Director, Aftermarket

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**A part of the Emission Experts offering.**

The new design concept supplements Dinex' Euro VI portfolio, that already consists of traditional silencers, substrates for remanufacturing, reconditioned filters, a full range of sensors, pumps & injectors, and all the pipes & clamps from turbo to tail-pipe. But working with Euro VI is not only about parts.

Technical Support Manager Karlis Banis spends a lot of his time supporting and training mechanics, technicians and technical buyers in Euro VI technology, and sees a clear trend in the market:

*"This new design concept adds yet another way we can support workshops in keeping trucks on the road. But perhaps the most important thing we have to offer is our know-how. Our experience as technology supplier to leading OEMs allows us to develop innovative products for the Aftermarket that goes beyond OE benchmarks. Combined with our high focus on training and technical support for our customers, we really see ourselves as more than a simple supplier: We're a partner."*



**Karlis Banis**  
Customer Care and Mechatronics  
Product Business Manager, Aftermarket



A similar concept is coming for DAF CF & XF in 2025.

The fully repairable silencer for Iveco Eurocargo is available for sale in January 2025, and similar concepts is in progress scheduled for release later in 2025.

Read more about this and other solutions for remanufacturing and reconditioning, in our "Greening & Cleaning" catalogue here:



# Part of the Full Range of Euro VI Silencers



**Euro VI Silencer for IVECO STRALIS**

**Euro VI Silencer for MAN TGX/TGS**

**Euro VI Silencer for VOLVO FH/FM**

**Euro VI Silencer for IVECO EURO CARGO**

