



WARRANTY BOOKLET

Aftertreatment Program
Warranty Terms & Conditions



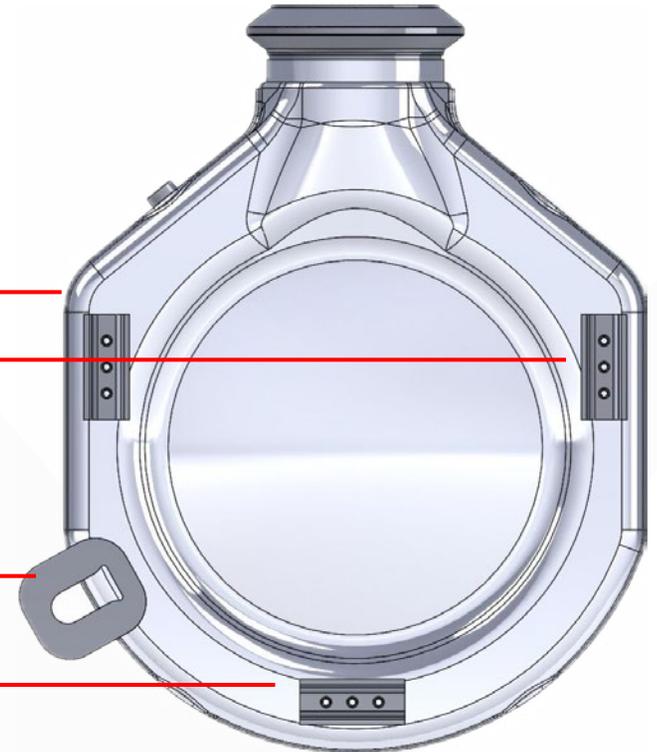
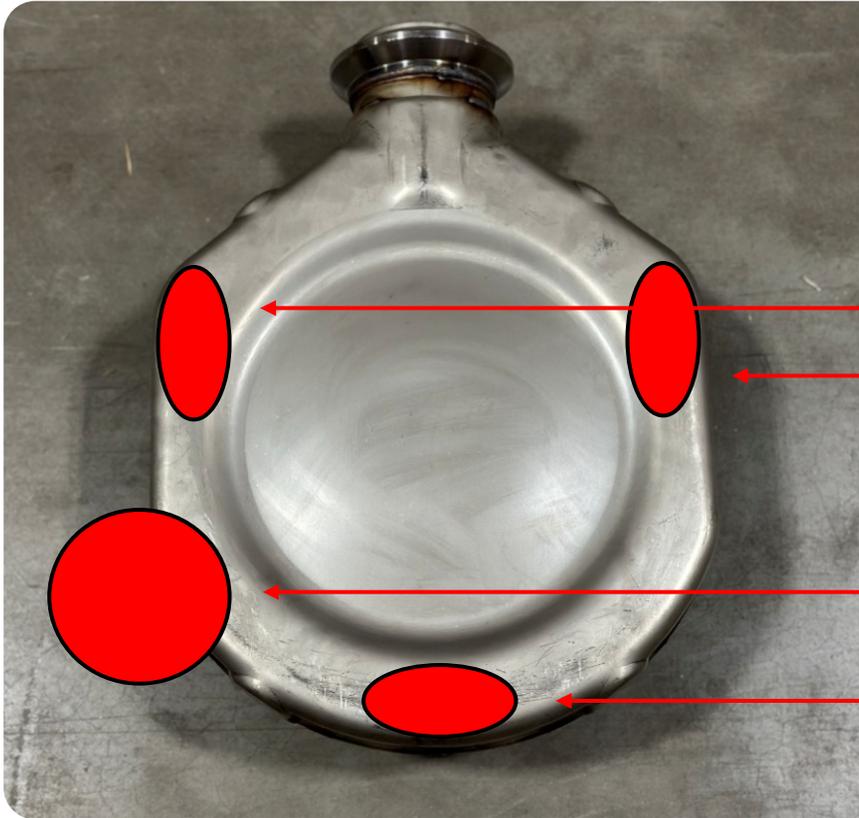
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F0053
Control Location:
Quality/ Controlled Docs/Sales
Rev: 0
Rev Date: Feb 2, 2026

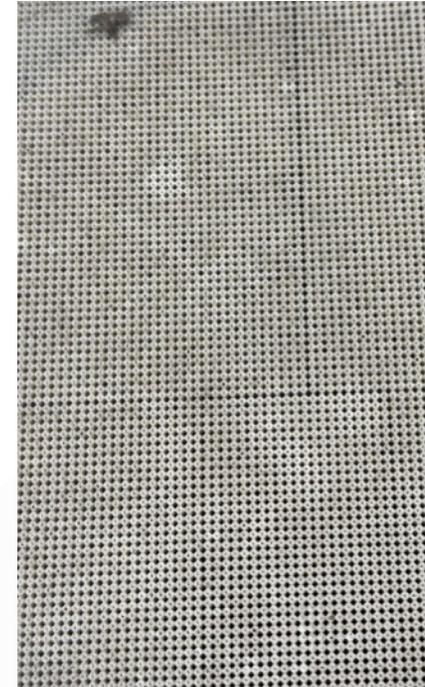
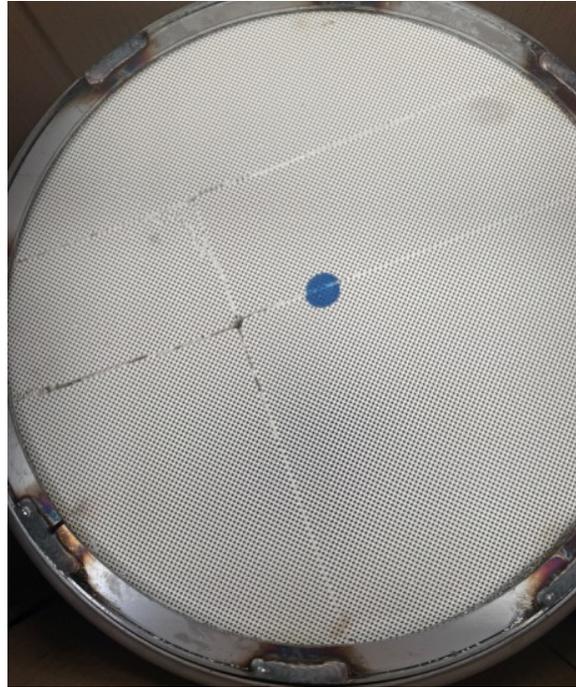


Faulty Weld (pin hole, crack and/or insufficient penetration)



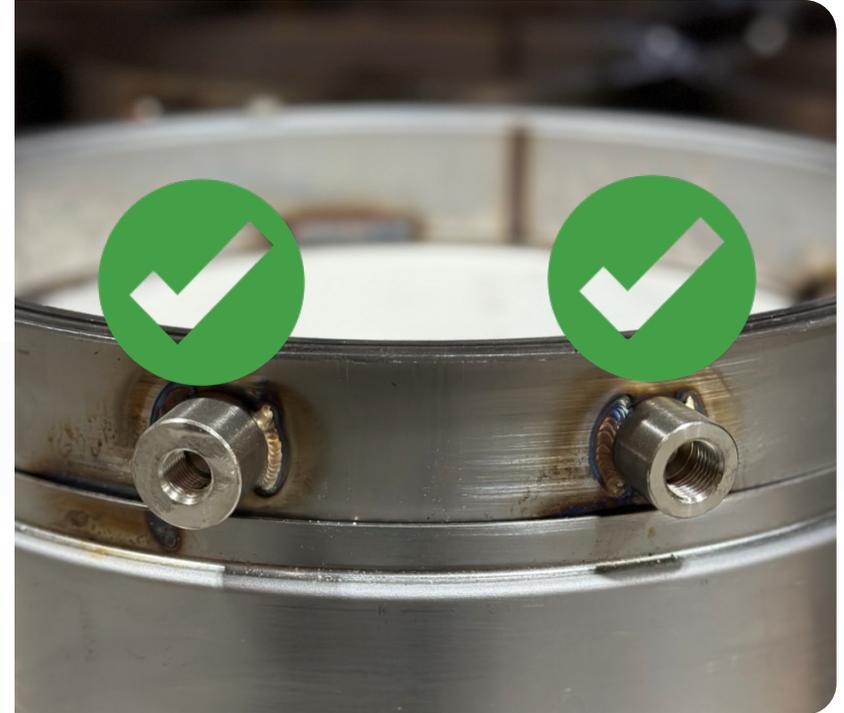
Missing components

- A missing bung, fitting, mounting bracket, etc. on the unit
- If unit did not come with the accompanying clamps and gaskets (where applicable), please reach out to orders@gesi.us to have them shipped out at no expense



Cracked substrate

- Usually seen as a long facial crack along the inlet or outlet face of the substrate
- A crack can also be caused by a thermal event, which is not covered under warranty, meaning we will only warrant a cracked substrate if the unit is new and has never been installed or used on a vehicle



Incorrect Component

- Incorrect component (bung, fitting, mounting bracket, etc.)
- Incorrect location of component (bung, fitting, mounting bracket, etc.)



Gouged substrate

- Usually seen as damage on the inlet or outlet face of the substrate
- Gouges can also be caused by physical contact or impact damage caused prior to or after installation, repair or service, which is not covered under warranty, meaning, we will only warrant a gouged substrate if the gouge is discovered at the time the box is opened (gouges caused by mishandling or installation will not be covered)



Shipping Damage

- This is damage caused during shipping which results in the inability to install the unit
- Photo evidence is required showing damage to packaging proving this is the result of shipping
 - Example: damage to outside of box showing point of impact



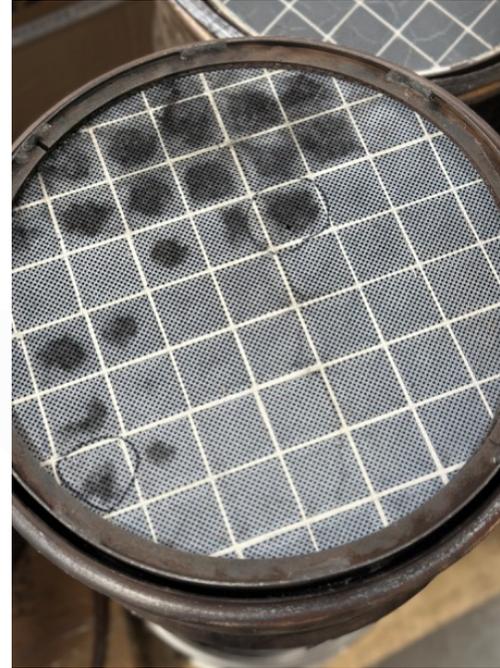
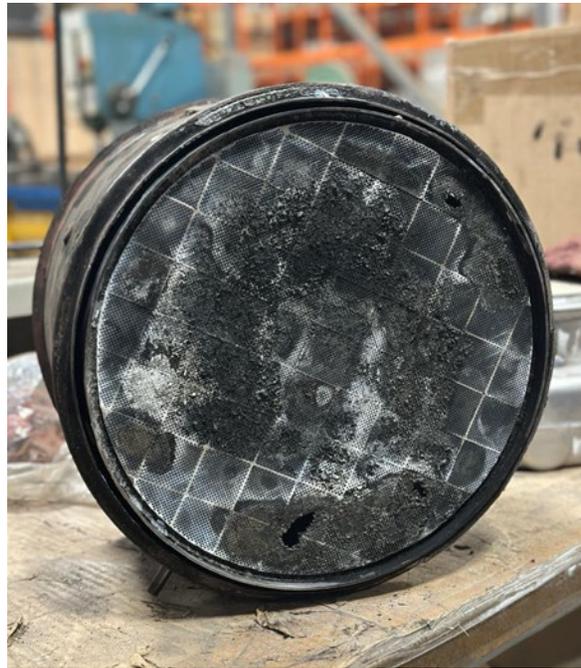
Accidental Damage

- Repairs or replacement resulting from accidental damage (unit dropped, installation errors, etc.)



Upstream Issues

- Damaged substrate due to contamination from upstream components leaking fuel, oil, coolant, and/or DEF
 - Continued operation with neglect to engine components or engine maintenance where ECU shows faults related to the aftertreatment system
 - Please note a replace aftertreatment component will fail again if root cause not addressed

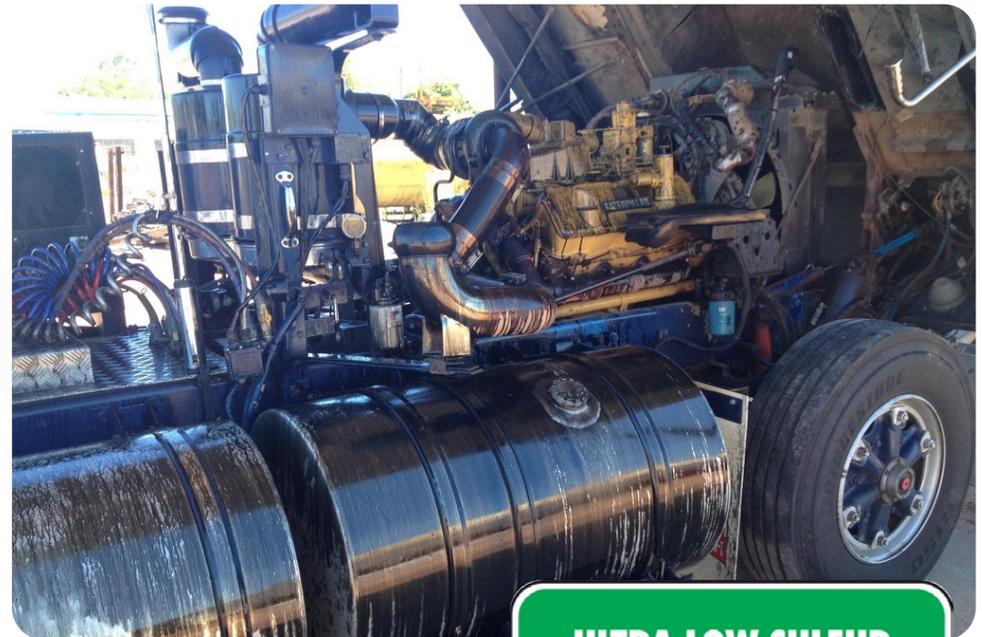


Thermal Event

- Any evidence of a thermal event or upstream condition that would cause any one of the following:
 - High soot loading (filter/catalyst is clogged, restricted flow, etc.)
 - Melted substrate or catalyst wall caused by excessive exhaust temperatures, fueling problems, overloaded or poorly managed regenerations, sensor or ECM control issues, or contamination (oil, ash, coolant)

All Other:

- Use of improper diesel fuel with sulfur content greater than 15 ppm
- Repairs or replacement resulting from alterations or modifications to the engine and/or aftertreatment system
 - Example: ECU shows faults related to the aftertreatment system or engine within warranty period/claim
 - Example: part of aftertreatment system removed/deleted
- Evidence of tampering with the odometer or other device for measuring the length of engine use
- Poor condition of related components including brackets, mounting hardware, stramps, exhaust piping, clamps etc.
- Any alteration of the DPFXFIT™ product
- Unauthorized repairs
- Labour for removal and installation of the DPFXFIT™ product



**ULTRA-LOW SULFUR
HIGHWAY DIESEL FUEL**
(15 ppm Sulfur Maximum)

Required for use in all highway diesel vehicles and engines.

Recommended for use in all diesel vehicles and engines.



AFTERTREATMENT PROGRAM

Industry-Leading Aftermarket DPF, DOC, NOx Sensors, and Clamps & Gaskets

Contact:

1-888-758-4374
contactus@gesi.us

Global Emissions Systems Inc., HQ
1680 McEwen Dr., Whitby
Ontario, L1N 0A2

Global Emissions Systems Inc., USA
158 Houston Rd., Troutman
North Carolina, 28166

www.dpfxfit.com



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