

Volvo FH

A Turkish manufacturer offering a silencer, where only the visual construction is as OE - this is not enough! Dinex offers the fully OE compliant product.



Turkish competitor: The thin materials show beginning of a tearing process after only 30 minutes testing.



Dinex: Dinex and OE has steering taps welded on to the body to ensure correct and quick replacement.

Comparison of Materials

	Turkish Competitor	Dinex (no. 80401)
Body:	Aluminized steel. Lock seam edges are very thin which means a higher risk for break and leakage. Height: 8,86 mm.	Aluzink. 5 times more corrosion resistant to normal aluminized materials. The lock seaming method that Dinex use is much stronger in the way the material is pressed together. Height: 12,70 mm.
Inside construction:	The inside construction shows a less open area on the perforation which causes a higher back pressure as documented in the performance data. A higher back pressure means more wear and tear of the engine and a higher use of fuel. Double end baffles only in one end. SPD none perforated and without isolation.	Dinex construction match the OE in performance data both in noise and back pressure. Double end baffles in both ends to avoid vibrations. End baffles are perforated SPD with isolation to reduce the noise level.
Weight:	27 kg.	34 kg.
Inside connections:	Only spotwelded.	Min. 50% weldings to withstand vibrations.
Isolating material:	None.	Biosil.



Quality products from Dinex – Europe's leading supplier of complete exhausts systems and emission technologies for commercial vehicles.



going the extra mile