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TOYOTA N80/LC70 DPF SIMULATOR

IMPORTANT PRE-FITTING INFORMATION

Prior to fitting the delete module, the DPF system should be in normal working order - without an engine warning or DPF warning on the dash.

If possible, do a forced regeneration prior to fitment and check soot load is low.

If there is a fault, the vehicle must be scanned first to determine which of the following DPF related trouble codes are logged, and then ensure they can be cleared and soot accumulation reset prior to fitment.

P200C	5 th Injector circuit open
P20CF	5 th Injector stuck open
P200C	DPF Over Temperature
P200E	Catalyst Over Temperature
P2428	EGT Too High
P242C	EGT Sensor Low B1S3
P242D	EGT Sensor High B1S3
P244B	DPF Differential Pressure Too high
P244C	EGT Too Low For Regeneration
P0420	Catalyst System Efficiency
P2458	DPF Regeneration Time
P2463	DPF Soot Accumulation
P2032	EGT Sensor Low B1S2
P2033	EGT Sensor High B1S2
P2080	EGT1 Range/Performance
P2084	EGT2 Range/Performance
P242B	EGT3 Range/Performance
P2453	Differential Pressure Sensor
P2454	Differential Pressure Sensor Low
P2455	Differential Pressure Sensor High
P2002	DPF System Efficiency

Some DTC's (eg. P244C, P2463, P2458) cannot be cleared from the ECU without it successfully performing a regeneration. A regeneration is no longer possible once the DPF is removed and module is fitted.

As long as a forced regeneration with a scan tool can be successfully completed, and codes cleared, the DPF can be removed and module fitted.

Once the module is fitted the codes should not be logged again.

If the vehicle will not start a forced regeneration with a scan tool, disconnect the battery for 10 minutes and try again.

DISCLAIMER

Any risk associated with vehicle modification is your responsibility. Mr Module accepts no liability for vehicle damage, voided warranties, vehicle repair expenses or legal expenses caused by the use of this module.