

Injectors Warranty Pre-Check Sheet

Version: 2.0 / Date: January 2026

Report number:

Part number:



Step 1: Check origin

Is it a genuine **DENSO** injector?

Yes

☐

No

☐

If No: **No warranty**

Step 2: Documents & application check

Are the right documents available? (including Diagnostic sheet)

Yes

☐

No

☐

Is it the right vehicle application?

Yes

☐

No

☐

If No: **No warranty**

Step 3: Appearance - Housing (body)

Is the injector housing covered by carbon fouling?

Yes

☐

No

☐

Is the body housing mechanically damaged?

Yes

☐

No

☐

If Yes: **No warranty**

Impossible coding (programming)

See the background information

This is external cause **No warranty**

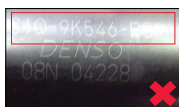
End of the investigation

Step 1: Check origin

Is it a genuine **DENSO injector** ?

Check on the injector if the IAM
DENSO part number is presented

(If NO, the claim is rejected)



* DENSO name and IAM number must be on the unit / all other names and numbers such as OE number - claim is rejected.

* If DENSO cannot determine if the injector is genuine DENSO IAM product, the claim will be rejected

Step 2: Documents & application check

Are the right documents available? (including Diagnostic sheet)
Is it the right vehicle application?



*Without the necessary vehicle information and diagnostic info. DENSO cannot perform a solid warranty investigation

* Check with the DENSO e-catalogue if the right application has been used
The usage of the wrong application can cause wrong/bad performance of the injector.

Step 3: Damaged product & Visual appearance

Is the injector housing clean from carbon fouling?
Is the body housing mechanically damaged?



* Check if the housing and nozzles are covered or not, with carbon fouling indicating an incorrect installation procedure. The injectors were not installed with the recommended torque (less torque) causing combustion gasses to leak along the injector housing.

* Incorrect torque or improperly seated sealing rings can lead to unnecessary wear or mechanical damage.

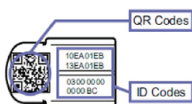
This claim is therefore rejected.

Claims - impossible coding (programming)

Replacing a Diesel Common Rail Injector:

When replacing a DENSO Diesel Common Rail Injector, marked with a compensation code, it is necessary to register the ID code, printed on the upper part of the injector, with a genuine OEM - or DENSO diagnostic tool, into the electronic control unit (ECU).

The injector compensation (ID) code is used to compensate injector production tolerances.



Some vehicles also require Small Injection Quantity Learning.

After the registration of the ID code into the ECU, it is necessary to consult with a genuine OEM - or DENSO diagnostic tool, to find out if it is necessary to perform Small Injection Quantity Learning.

* If the injector can not be programmed this is the external cause. There are several possible causes.

Most common ones:

- wrong application
- wrongly read numbers if not used QR code typing error
- Not used OE or DENSO diagnostic (not compatible scan tool)