

TECHNICAL SERVICE BULLETIN

Part #:	ECD-04142016	Engine:	6.0L Powerstroke
Date:	04/14/2016	Title:	EGR Cooler Delete

Below is Ford's recommendation for the removal of the EGR cooler.

KEEP YOUR 6.0L POWER STROKE DIESEL ALL ORIGINAL

Risks of Aftermarket Products

Aftermarket products are typically not tested and approved by the EPA like Ford-engineered products. As a result, the use of aftermarket products creates risks for installers and consumers, including the following:

- Violation of Emissions and Anti-Tampering Laws
 - Federal U.S. Clean Air Act (42 USC Sec. 7522) prohibits tampering with motor vehicle emissions controls
 - Tampering is defined as removing, bypassing, defeating, disconnecting, damaging or in any way rendering ineffective any emission control device or element of design that has been installed on a motor vehicle or a motor vehicle engine, or having someone else do it for you
 - A California Air Resources Board (CARB) exemption in the form of a numbered Executive Order is required for approval of aftermarket parts in the 13 CARB-compliant states. Most do not have the exemption
 - Federal fines up to \$37,500 per vehicle and State fines up to \$25,000 per vehicle may both apply
- Engine and component damage (see below for specific risks of using aftermarket EGR Coolers and EGR Delete Kits)
- Voiding the Ford Warranty (component failure caused by installation of parts or kits not approved by the EPA can void the Ford warranty)

Risks of using an aftermarket EGR Cooler

- Risk #1: Less-efficient aftermarket EGR coolers may introduce exhaust gas temperatures hundreds of degrees hotter than the OE specification, adversely affecting engine valve and EGR valve life, head gasket durability, driveability and fuel economy
- Risk #2: Component failures due to installation of a "re-engineered" aftermarket EGR cooler are not covered by warranty
- Risk #3: If the EGR cooler is replaced with an aftermarket unit that does not cool as efficiently as the original equipment cooler, Oxides of Nitrogen (NOx) emissions may rise and the vehicle can fail its emissions inspection

Risks of using an EGR Delete Kit

Another aftermarket "approach" is to block off the EGR function entirely in a bid to eliminate the EGR cooler and EGR valve from the operating equation. This modification is prohibited for vehicles driven on a highway.

- Risk #1: When EGR is blocked off, combustion temperatures rise and NOx emissions spike
- Risk #2: Cylinder head gaskets are overheated and subjected to thermal stress
- Risk #3: Exhaust valves can become overheated and burn
- Risk #4: Check engine light may illuminate, resulting in additional expense to eliminate the light

Never block off the EGR on any engine. Instead, inspect and replace EGR components that need servicing. See the front side of this flyer for tips on keeping the integrated systems of a 6.0L Power Stroke Diesel engine serviced and ready for duty.

Source these and other Ford Genuine Parts at your local Ford dealership or FordParts.com

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OEM Cooling Efficiency and Emissions Compliance

EGR Cooler Feature	FORD	AFTERMARKET
Dimensionally stable stainless steel alloy		 <small>Grades and characteristics vary by manufacturer</small>
80% cooling efficiency		 <small>About 50% efficiency on those tested</small>
Meets emissions standards 100%		

EGR Cooler Cross-section Comparison



OEM



Aftermarket

The tube-in-tube aftermarket cooler design cools far less efficiently than the Ford tube-and-fin design (about 50% vs. 80% OEM efficiency).