

TECHNICAL SERVICE BULLETIN

BLACKWATER
E N G I N E S

TSB #:	EG-1013	ENGINE:	6.0L POWERSTROKE
DATE:	10/31/2013	REVISION:	5/16/2016

EGR COOLER DELETE BULLETIN

AFTER EXTENSIVE RESEARCH TESTING, FORD HAS DETERMINED THAT THE “FIN” TYPE OF OEM EGR COOLER IS CAPABLE OF REDUCING EXHAUST GAS TEMPERATURES FROM 1000 DEGREES TO 200 DEGREES AS IT ENTERS THE INTAKE SYSTEM. THE AFTERMARKET “TUBE” STYLE EGR COOLER IS ONLY CAPABLE OF REDUCING THE TEMPERATURE TO 800 DEGREES.

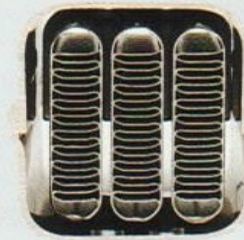
THE USE OF THE AFTERMARKET “TUBE” STYLE EGR COOLER WILL RESULT IN 800 DEGREE EXHAUST GASES ENTERING THE INTAKE SYSTEM, WHICH WILL RESULT IN ABNORMALLY HIGH COMBUSTION CHAMBER TEMPERATURES AND DAMAGE TO THE PISTONS, VALVES, HEAD GASKETS, AND CYLINDER WALLS.

DO YOU WANT 800 DEGREE EXHAUST GASES ENTERING YOUR ENGINE?

OEM Cooling Efficiency and Emissions Compliance

EGR Cooler Feature	FORD	AFTERMARKET
Dimensionally stable stainless steel alloy		 Grades and characteristics vary by manufacturer
80% cooling efficiency		 About 50% efficiency on those tested
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).