

Cummins 6.7L EGR / DPF delete instructions. (Middle East, South America, Eastern Europe ONLY!!!)

You HAVE to follow these instructions in order to gain a code free EGR / DPF delete and see the full power potential !

Using the EGR /DPF off option on a stock truck will result in severe engine and exhaust system damage! The late injection events (formerly known as the 4th injection) are turned OFF! Thus NO regeneration can take place even if the ECM commands it! The DPF will plug and result in excessive back pressure!

The option to turn the DPF/EGR off is in the Revo options menu . Select “ 1 “ to turn the DPF and EGR off and eventually “0” should you want to return the truck back to stock conditions..

Required exhaust modifications :

- The DPF and catalyst(s) need to be replaced with an after market exhaust system.
- Starting from software revision “V:6.09A D:R12ME” the original exhaust gas temperature thermocouples are no longer needed! You can simply unplug them and seal the OEM connectors in the wiring harness with electrical tape.

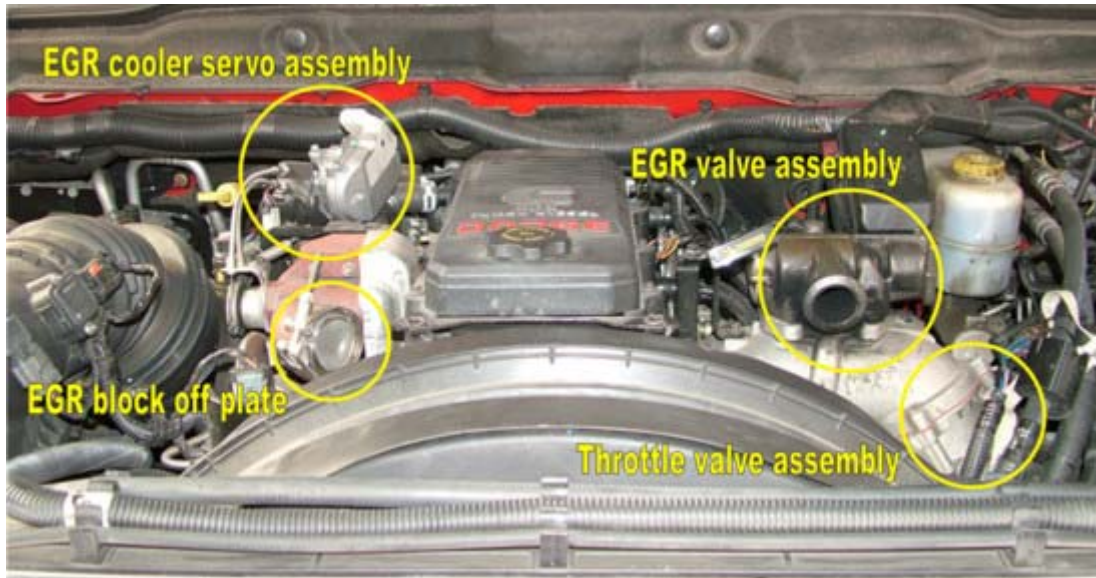
If you already use thermocouple simulators (“SIMS”) you can eventually leave them in place but we HIGHLY recommend to remove them! We have found a wide variety of problems caused by out of spec / faulty / false contacts SIMS. Thus it is best to remove them!

- The oxygen sensors are not needed (can be unplugged) but if you have an exhaust system that already has the provision for these probes they can remain plugged in and used.
- The exhaust differential pressure sensor (on the top of the transmission, passenger side) has to remain plugged into the factory harness but the rubber lines coming from the stock exhaust have to be unplugged from the sensor.

Required EGR / Throttle valve / EGR Cooler modifications :

There are two possible ways to delete the components in the engine bay.

1. Disconnect only the throttle valve connector and block of the EGR. In this case all other connectors and components can remain in place.
2. Remove the EGR system entirely. Then all components, EXCEPT the EGR actuator motor, can be unplugged and taken off.
3. The EGR is disabled and can be disconnected without generating codes. Yet, unplugging the EGR will throw the engine in a limp mode thus about 40Hp are lost, The actuator motor of the EGR valve should remain connected in order to see the full power gain of these softwares!



The **EGR actuator motor** can be easily taken off of the EGR valve assembly



With the key in the OFF position, remove the 4 screws of the EGR actuator motor



Pull off the EGR actuator motor and turn key to run position, do not start engine



With the key in the run position the actuator will move out.
Gently pull the actuator out of the motor.



With the key in the run position the actuator will move out.
Gently pull the actuator out of the motor.



Now you can zip tie the connected EGR actuator motor to any convenient location.



You can either take off the OEM EGR valve assembly and block off the ports in the intake or replace the whole OEM intake with an aftermarket unit.



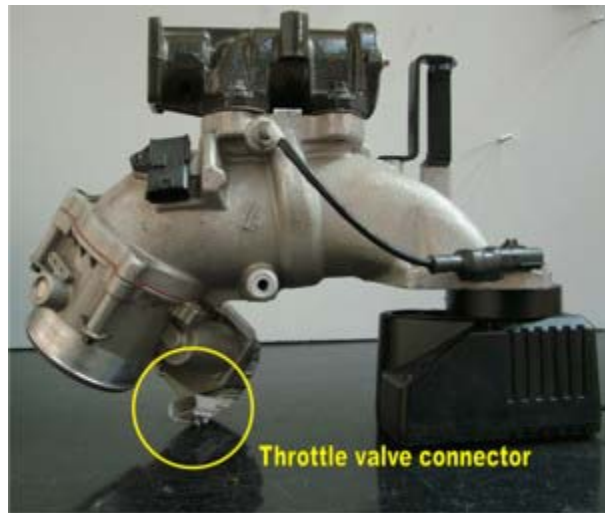
The **throttle valve** connector needs to be unplugged. The connector is on the back side of the assembly and difficult to see and get to. The easiest way to find the correct connector and correct removal angle is from below the engine. ATTENTION! There is a lock tab in the connector that must be moved sideways in order to remove the connector!



For convenience, a close up of the complete intake seen as from the front of the engine.



For convenience, a close up of the complete intake as seen from the back of the engine.
The throttle valve connector is clearly visible.



Unplug the **EGR cooler** servo assembly.



A few words about eventual DTC's that may come up for some time after the EGR / DPF delete. It can happen that codes show up for some while after the conversion has been completed. That's because the ECM needs to run the whole DTC routines in order to completely erase those codes. How long it will take for those codes to disappear depends upon in which point of the DTC detection routine the ECM is when the conversion is performed. After driving the truck for some while the code(s) normally will then disappear on their own. We have seen as little as a few seconds and as long as a couple hours driving. In a few cases it may be required to erase the codes with the Smarty. This is due to the fact that the ECM runs two distinct DTC detection routines which are not synchronized. Depending upon where they are when the conversion is done...

Also it is important to notice that the truck has to be DTC free when the conversion is done! It can happen that a code for example low fuel pressure also brings up an EGR code. That is because the ECM may check several circuits at one time when a DTC is detected. We have blocked only the direct detection of the EGR / DPF DTC's In order to retain a fully operational DTC detection for all other engine components.