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Coding Information

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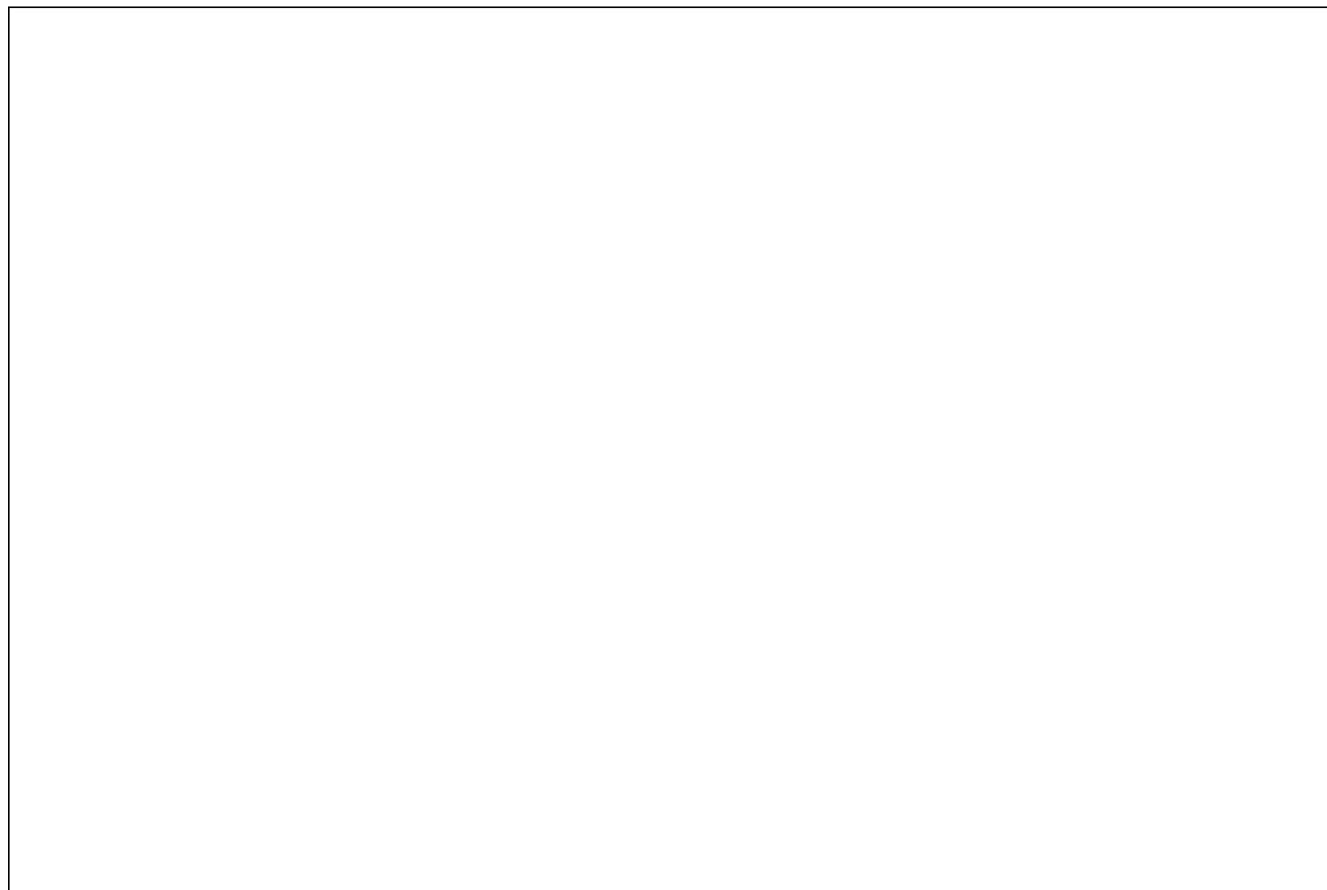
**Title: EGR Valve Identification / Adjustment Procedure DTC6259**

**Applies To: 2007 Emission MaxxForce 11&13L**

**DESCRIPTION**

Identification and adjustment procedure for NEW & OLD style egr valves.

**3 Ways to Identify New Style EGR Valve (Figure 1)**



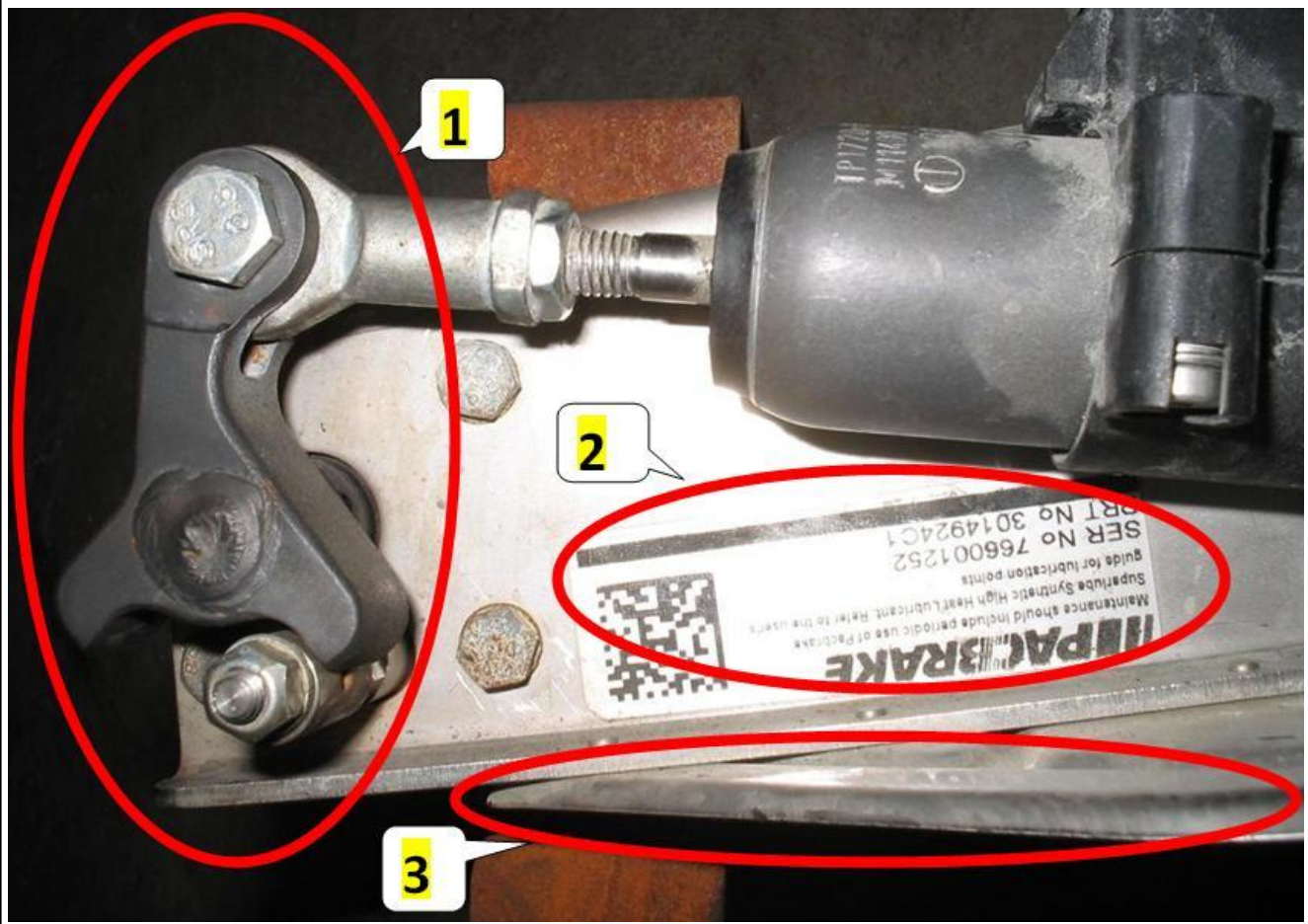
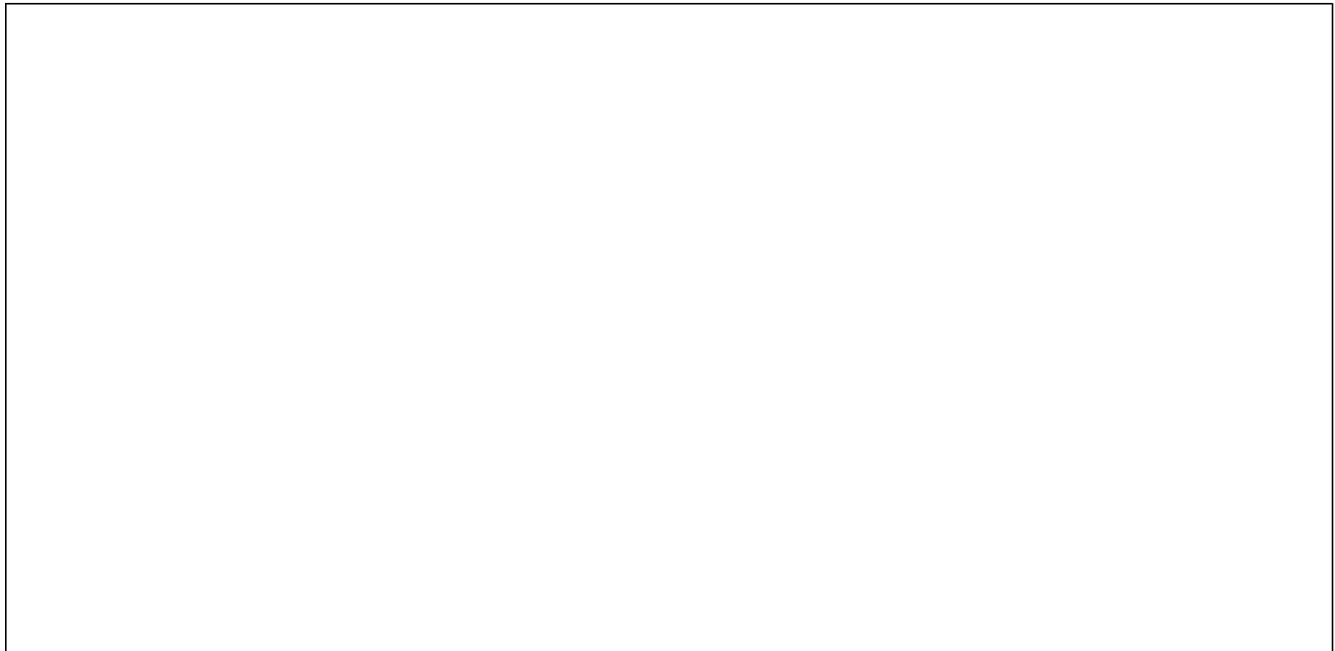


Figure 1  
 1. Heavy Duty Actuator Lever  
 2. Pac Brake Manufacture Label  
 3. Heat shield mounted on bottom of valve channel

**3 Ways to Identify Old Style EGR Valve (Figure 2)**



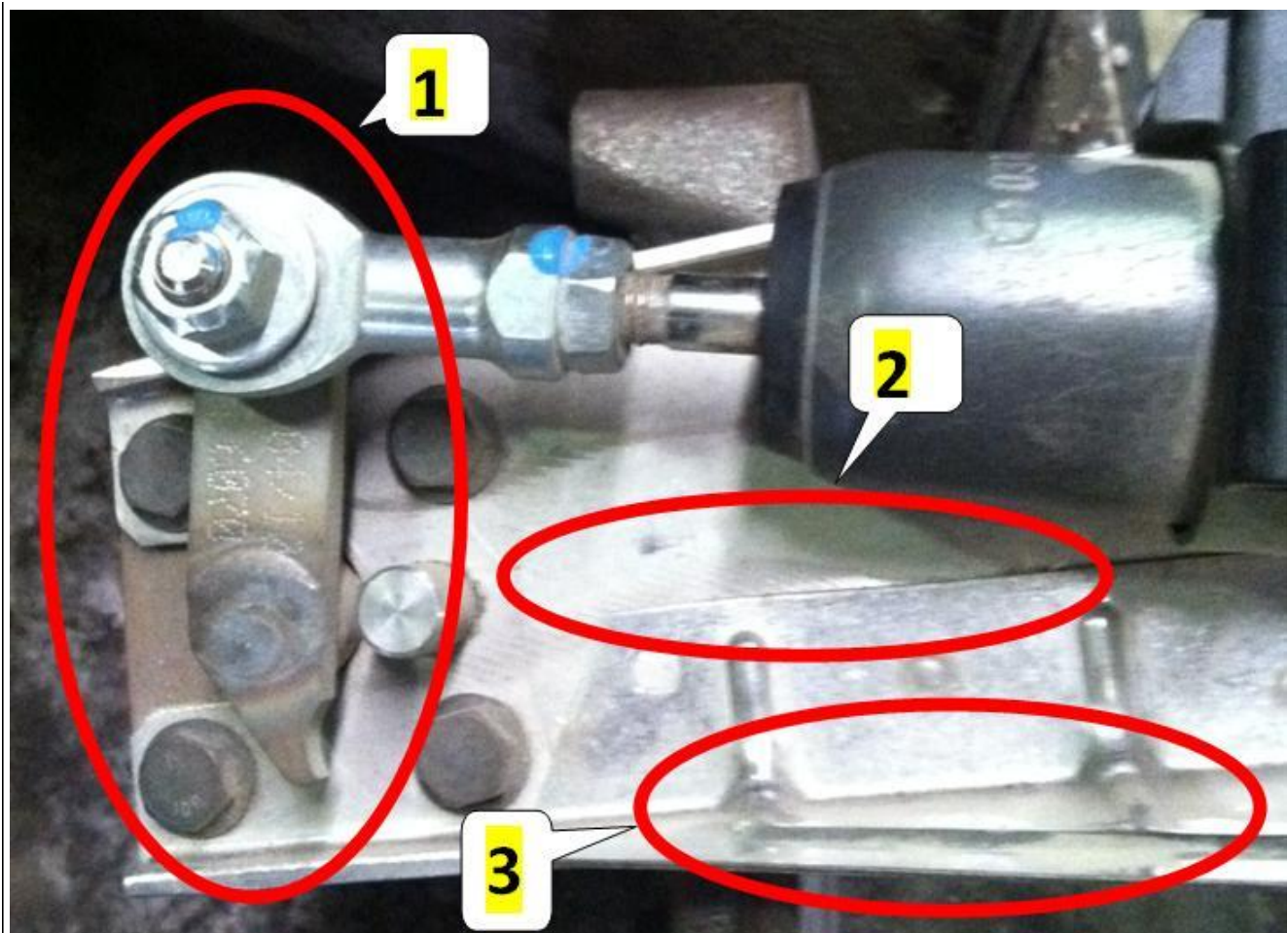


Figure 2

1. Standard Actuator Lever
2. NO Pac Brake Manufacture Label
3. Heat shield mounted on top of valve channel

## **ADJUSTMENT PROCEDURE**

### **New Style EGR Valve**

DO NOT adjust new style EGR valve. New style EGR valve- EGRP Voltage .82-.84 (Figure3).

If you have adjusted it, contact Big Bore Tech Service Hotline for further assistance on what to do with the valve.

### **Old Style EGR Valve**

Only old style EGR Valves may be adjusted. If EGR position voltage is not set correctly, you may experience DTC 6259 SPN 2791 FMI 7.

Old style EGR valve- EGRP Voltage = .74 volts (Figure 3)

#### Steps

1. Open Default Servicemaxx session
2. Click Voltage Tab (Figure 3)
3. Monitor EGRP Volts KOEO (Figure 3)
4. If voltage is not at spec, visually inspect butterflies with bellows removed to make sure shaft is not broken and both butterflies are there
5. Run actuator test on EGR Valve while physically watching the butterflies move
6. If not broken, loosen Jam nut and rotate actuator shaft to achieve .74 volts (Figure 3&4)
5. Tighten Jam nut and cycle key to verify voltage did not change, if so, readjust to spec

Name	Value	Units
Battery Volts		..V
Battery Volts ECM		..V
S_AFP Volts		..V
S_APS Volts		..V
S_BAP Volts		..V
S_EBP Volts		..V
S_EFP Volts		..V
S_EGDP Volts		..V
<b>S_EGRP Volts</b>		..V
S_EOP Volts		..V
S_FRP Volts		..V
S_MAP Volts		..V
S_RPS Volts		..V

Figure 3

1. Voltage Tab
2. EGRP volts

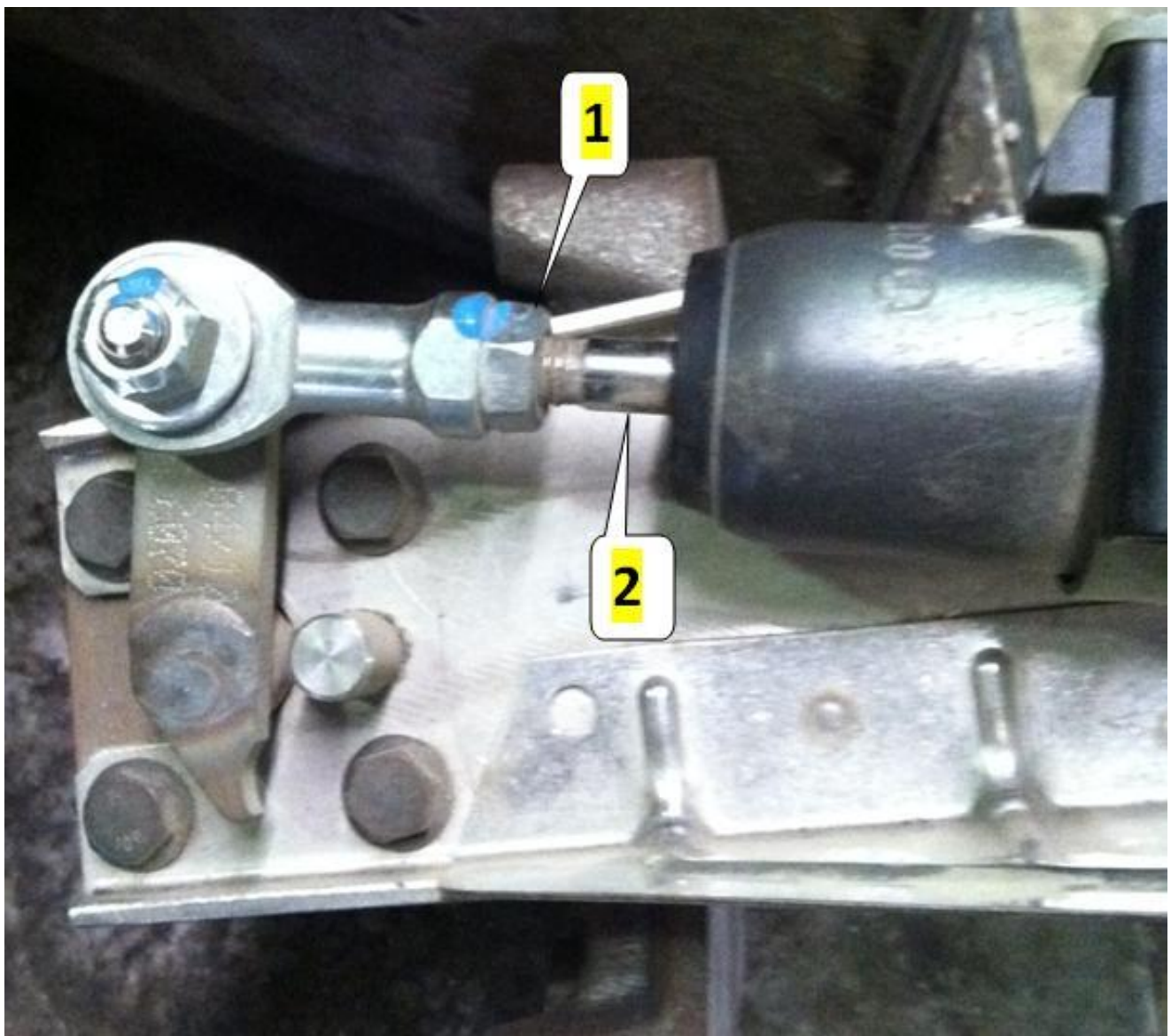


Figure 4  
1. Jam Nut  
2. Shaft

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