



ALLIANT POWER TECHNICAL BULLETIN APTB 0910

DATE: October 18, 2010
SUBJECT: 2004-2010 Ford 6.0L EGR/Oil Cooler Kit

Alliant Power has released a kit to supply the components needed for the replacement of the EGR cooler and the oil cooler on the Ford 6.0L Power stroke. This kit will cover all applications of the 6.0L from 2004-2010. The kit will include an EGR cooler, oil cooler, oil reservoir screen and all required seals. There is no kit currently available that includes the 2003 (round) EGR cooler. Refer to the table below for the contents of the kit.

EGR/Oil Cooler Kit – AP63445		
Description	OE Part Number	Alliant Power Part Number
Engine Oil Cooler	3C3Z-6A642-CA	AP63451
EGR Cooler (Built 9/29/03 or later)	4C3Z-9P456-AF	AP63446
Intake/Turbo Gasket Kit	3C3Z-9433-BE	AP63447
Oil Reservoir Screen	3C3Z-6C983-AB	Not Available

An EGR cooler leak will result in coolant loss, coolant pushing out the degas bottle, white smoke and/or loss of cab heat. A leaking head gasket will cause all of these issues as well. Therefore, proper diagnosis is crucial. Refer to Ford TSB 09-8-3 for complete coolant loss diagnosis.

The cause of most EGR cooler failures is improper cooling system maintenance. The coolant flows through the oil cooler and then the EGR cooler. Improper cooling system maintenance results in the plugging of the coolant passages in the oil cooler. With the coolant passages in the oil cooler plugged, coolant flow to the EGR cooler is restricted or completely cut off. This results in overheating and cracking of the EGR cooler. Replacing the EGR cooler alone will not repair the cause of the failure. The oil cooler needs to be replaced as well.

The proper way to diagnose a plugged oil cooler is to compare the EOT (engine oil temperature) and ECT (engine coolant temperature) PIDs with IDS. If the EOT is 15 degrees Fahrenheit or more above the ECT, the oil cooler is restricted or plugged. The engine must be at operating temperature when comparing the EOT and ECT PIDs.