EEDF400-676 & EEDF400-677

Mercedes MBE900 7.2L EGR Cleaning Instructions

EGR Adapter
EEDF400-676

EGR Adapter
EEDF400-677

WARNING: Wear gloves and safety goggles (User and bystanders) when performing this service

IMPORTANT: A DPF Regeneration event is required after this service. Regeneration can be initiated for many engines using one of the following Snap-on Diagnostic Tools:

- **EEHD184040 Pro-Link Ultra (Snap-on)**
- **EEHD186030 Pocket IQ2 (Blue-Point)**

EGR System Consists of:

- Hot side EGR valve (after EGR cooler), which controls exhaust gases for proper emissions control of NOx gases
- EGR cooler (controls temperature of exhaust gases to the air intake to the engine)
- EGR temperature sensor (measures EGR cooler exhaust temperature and efficiency)

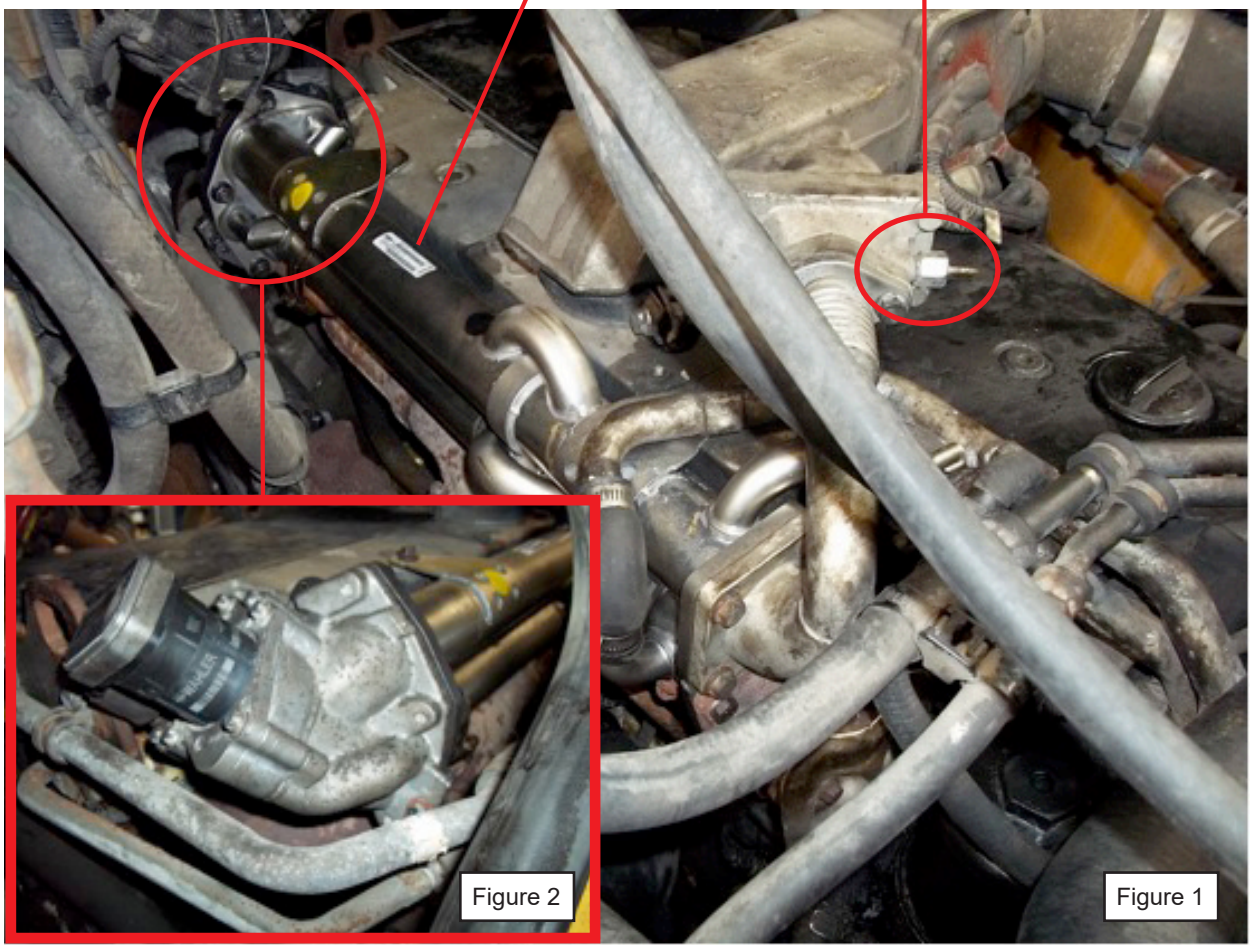
These items are critical for proper emissions management control and must be cleaned on a regular basis for optimum efficiency.

First steps before any service can be performed.

1. Add Blue-Point® Diesel Fuel Injector Cleaner (EEDF400-INJ) to the vehicle's fuel tank.
2. Remove the plastic engine cover.
3. If the engine is hot, the EGR system must be cooled – see note in step 8

Locations of EGR components:

- EGR valve (figure 1 & 2)
- EGR cooler (figure 1)
- EGR Temperature Sensor (figure 1)



Tool & Manifold Required:

- EGR Tool (EEDF400)
- EGR Manifold (EEDF400M)

EEDF400M

EEDF400

4. Remove the bolts securing the EGR cooler outlet pipe to the intake (2 bolts) and to the EGR cooler (4 bolts) (see figure 3).

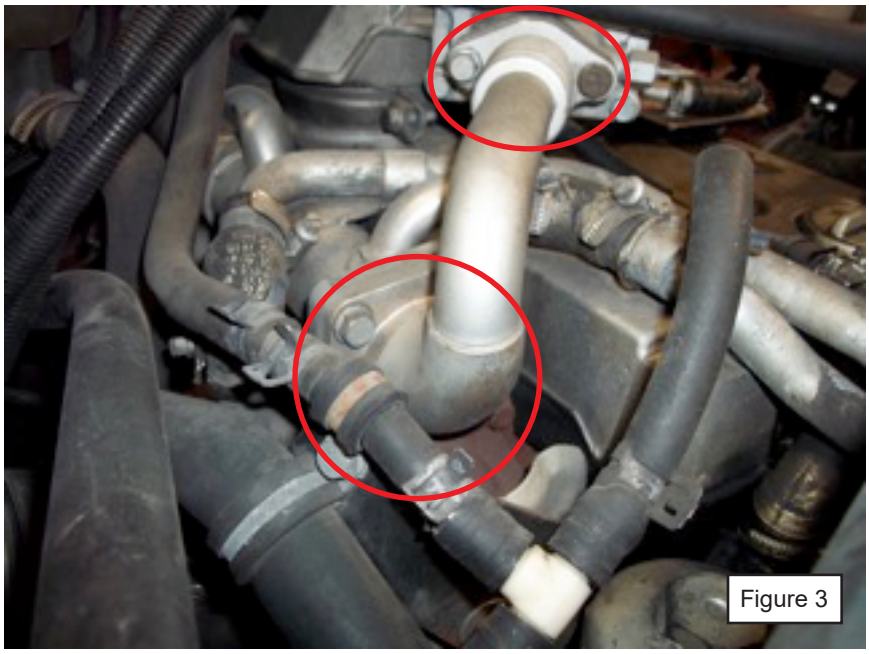


Figure 3

5. Remove the EGR cooler outlet pipe and set aside to be cleaned during service. Install EGR EGR Intake (EEDF400-676) and Exhaust (EEDF400-677) Adapters using the existing bolts (see figure 4).

Figure 4

6. Attach EGR manifold (EEDF400M) to EGR Intake and Exhaust Adapters. Attach EGR Tool (EEDF400) to EGR Manifold. Ensure air valve and fluid valve are closed – see EGR tool user guide.

7. Unscrew fill cap and fill with 64oz (1892mL) of EGR and Induction System Cleaner (EEDF400-EGR). For first application or severe coking, 128 oz. or more may be required.

   Note: When using 128 oz, use 64 oz on exhaust side first then use 64 oz on intake side. In between exhaust and intake cleaning the air pressure must first be set to zero before adding the remaining 64 oz.

8. Reinstall the fill cap and hang tool from the hood latch. Connect shop air. Set air pressure on EGR tool to 40-50 psi.

   NOTE: If engine is hot, the EGR cooler must be cooled before treatment can start. Before step 10 can proceed, open EGR tool air valve, keeping the fluid valve closed, turn valve on the EGR manifold to exhaust and flush cooler with air for 2 minutes.

9. Start vehicle engine. Set EGR manifold to exhaust.
10. Open air valve on EGR tool, adjust regulator to maintain initial pressure and then open the fluid valve on the EGR tool.
11. After 1/4 of the fluid has been consumed, turn the fluid valve off and let the air flow for an additional 2 minutes to flush deposits into exhaust stream.
12. Repeat step 11-12 allowing another 1/4 of the fluid to be consumed.
13. Set valve on EGR Manifold to intake, open fluid valve and continue service until EGR tool is empty.

    Note: At any time during the intake service you hear a diesel knock sound, turn manifold valve to off for 2 minutes. After two minutes then turn manifold valve to intake and continue service.

    Let the vehicle operate for an additional 5 minutes and rev the engine several times to clear all residual fluid.

14. Turn the fluid and air valve on tool to the closed position. Turn Vehicle off. Detach shop air line and depressurize the tool by rotating the regulator knob counter clockwise.
15. Remove adapters and reassemble vehicle components in the reverse order of removal.

IMPORTANT: A DPF Regeneration event is required after this service. Regeneration can be initiated for many engines using one of the following Snap-on Diagnostic Tools:

- **EEHD184040 Pro-Link Ultra (Snap-on)**
- **EEHD186030 Pocket IQ2 (Blue-Point)**

16. Otherwise the vehicle must be driven at highway speeds (or in the case of non-highway equipment operated under a load) for approximately 30 minutes. This is necessary to remove all of the cleaning solution from the passages and cooler(s) and to combust any material that has reached the diesel oxidation catalyst (DOC) and diesel particulate filters (DPF). **This must be completed immediately after the service.**