



Welcome to Coopers Custom Solutions

If you choose to flash a truck afterhours and have issues please DO NOT expect a reply until our next business hours. Mistakes can happen on both ends during this process that can easily leave you with a down truck until we can get it resolved for you, during business hours it is almost always a quick fix or some quick advice to get you up and running with next to no headaches. Here at CCS we focus on getting you the most reliable tunes. We focus on economy, hardware longevity and of course performance.

We would like to remind our customers that we DO NOT typically fulfill orders on the weekends. If you must flash a vehicle on the weekend please be prepared to possibly have it sitting until Monday morning should the flash fail. We are usually away from the computers Saturday and Sunday to relax ourselves and recover and get ready for the next week!

Here is a description of all the emissions delete tunes we supply:

NOTE: These HP numbers are on top of the trucks stock HP. General rule of thumb to calculate the torque numbers double the HP number. For example: 90hp will be around 170-190Ft lbs of torque.



2001-2016

- 0hp Modified Stock
- 25hp Tow (With brake if LLY+)
- 45hp Economy
- 75hp Street
- 90hp
- Race 120hp (Suggested only for LML unless trans is built)

LML Switch on the fly will be a single 120hp tune unless specified that you would like 5 tunes for loading on an autocal. The switch on the fly setup only uses fuel to control its power level. For single tunes, you can pick any one of the above tunes to be flashed.



2006-2017

06-09 Cummins (CSP5)

- 0hp Modified Stock (deleted)
- 25hp Tow w/brake
- 45hp Economy
- 75hp Street
- 90hp Race

2010-12 (CSP5)

- 25hp Tow w/brake
- 45hp Economy
- 75hp Daily
- 90hp Street
- 120hp Race

2013+ (CSP4)

- 45hp Economy
- 75hp Daily
- 90hp Street
- 120hp Race

Please note: Due to the way the Cummins are flashed it is not possible for us to adjust tire size with EFILive. If you have a bullydog 40420 that you use for unlocks you can use that to set the tire size on all the cummins trucks, it's what we use in house.

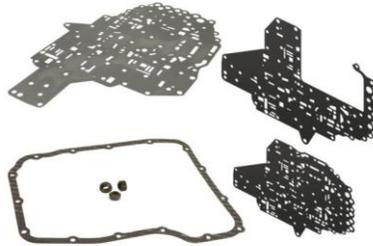
2010+ Cummins 68RFE Transmission tunes



CCS TRANSMISSION TUNE

- Unless otherwise specified;
- -180PSI Line Pressure
- -Increased shift speeds for 4-5 and 5-6 to reduce lugging
- -Higher ramp rate for line pressure

CCS Recommendations for higher line pressures on stock 68RFE's



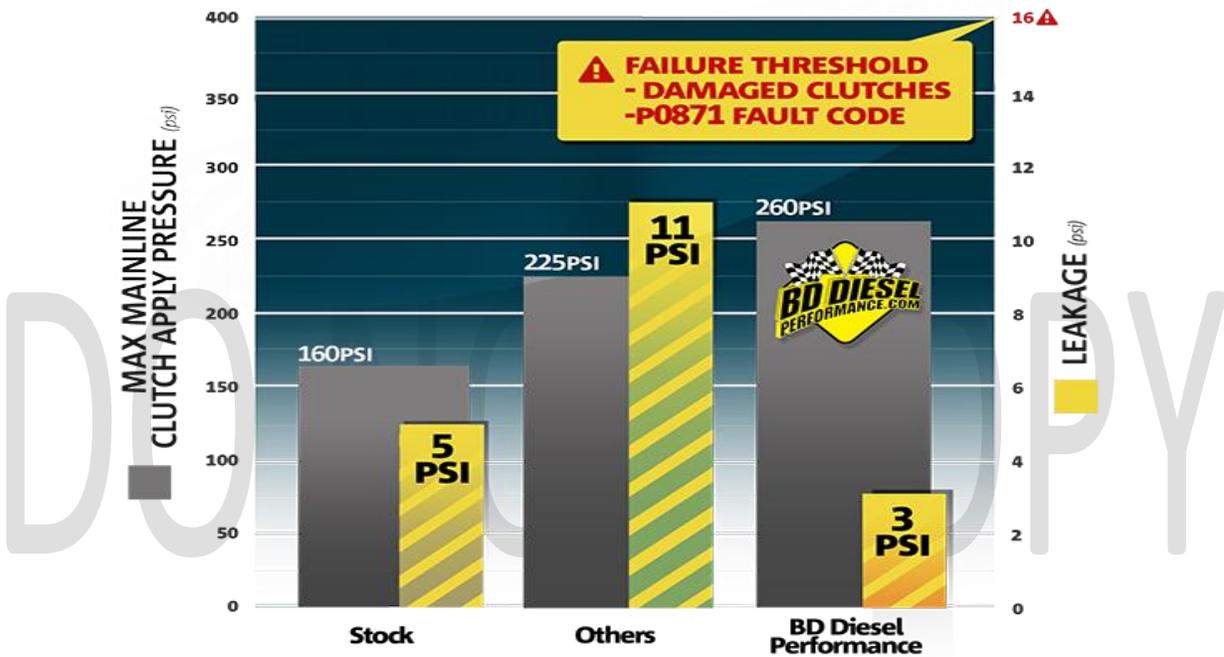
Protect68 (PN 1030373)

BD's exclusive separator plate gaskets eliminate cross leaks and P0871 codes. The kit is geared toward customers that already have a programmer – EFI Live, HP Tuners, H&S Transmission, etc. – that can adjust line pressure to the 68RFE. “If a customer already has a viable programmer, and he wants to prepare the 68RFE for more torque and horsepower, our Gasket Plate kit is the right one to go with,” - BD diesel

BD found that by just increasing line pressure on a stock unit, the cross leakage between the case and valve body can result in multiple clutches being partially engaged at the same time. Lots of heat and premature clutch wear results from just increasing line pressure. By installing BD's separator plate and gasket, this cross leakage is eliminated.

CCS recommends upgrading your transmission with this kit if you go with our CSP tune setup.
(2010+ only)

If you are requesting a higher PSI line pressure than what we suggest, please take into consideration some of the following leakage issues that can occur when dealing with higher HP tunes and higher line pressures than suggested for a stock built 68RFE. Some of the more common failure points of the 68RFEs are the overdrive clutches. BD's Protect68 kits offer a way to prolong the life of these vital components, among others. The solution to reducing clutch slippage, however, was in being able to maintain the high pressure, and that's what the Protect68 kits achieve – a new valve body separator plate and gasket seals in the higher pressures, which increase the clamping power of the clutch packs.



If you don't know if you have a 68rfe transmission, easy way to tell is if the dipstick is on the driver's side; It's an Aisin transmission. If the dipstick is on the passenger side it is a 68RFE. We urge our customers to educate themselves on custom tuning VS the 68RFE transmission. These were not built to beat on by any means. When stepping into the custom tuning world you need to be prepared to deal with potential HARDWARE issues. Tuning will NEVER fix mechanical issues. So if you are hoping that a transmission tune will fix current shifting problems, chances are you will just make it worse.



SCT CCS CUSTOM TUNES

SOTF NOT AVAILABLE

6.0 Powerstrokes

5 tune pack:

- 0hp Modified stock delete
- 45hp Tow
- 75hp Eco
- 90hp Street
- 150hp Race
- Single tunes are 45hp unless otherwise specified.

6.4 Powerstroke

5 tune pack:

- 50hp
- 80hp
- 100hp
- 200hp
- 250hp
- Single tunes are 50hp unless otherwise specified

6.7 Powerstroke

4 tune pack:

- 45Hp
- 90Hp
- 130Hp
- 160hp
- Single tunes are 45hp unless otherwise specified



Ngaugе CCS custom tunes for 6.7 Powerstrokes 11+

nGauge is a digital gauge that connects to the vehicle's OBD2 port, allowing the user to view live data and reprogram the ECU. This is for the Ngaugе hardware and both Engine and Trans tunes. We use the Charge air cooler sensor to power the Switch on the fly.
(For switch installation please refer to the ford SOTF install guide)

The Engine SOTF tunes are:

- Modified Stock
- 30hp
- 75hp
- 150hp
- 200hp

COMMON QUESTIONS ABOUT EMISSIONS DELETED TUNES (FAQ)

Can I do my exhaust and egr delete before I get the tune?

- It is recommended to wait until after you put the tune on the truck. Reason for this is because without programming the truck will go into a limp mode where you can only go XXkm/hr for X amount of kms until the truck will die.

Do you guys do the physical deletes at your shop?

- No we only focus on tuning at our shop. There are a few exhaust shops within 15km of our shop that most of our customers will go see after getting tuned. We can however order FLO PRO exhausts and EGR delete kits from Sinister and Deviant race parts.

How long can I drive for with the stock exhaust after putting a delete tune on my truck?

- You only have about a 400km window you can drive after tuning the truck with CCS tunes. This is all depending on how full the DPF was before the tune. The DPF delete is very important to get done ASAP after tuning. The longer you drive, the more back pressure you create. The truck will not know how to regen its DPF anymore.

Do I have to physically delete my EGR system after the tune?

- Usually when you are electronically deleting something from the file that the truck runs on, it is recommended to take that hardware off. Just because we electronically delete something, doesn't mean it will stop physics from taking over and causing the EGR to come open and get stuck open. The symptoms of an EGR valve being stuck or coming open on a deleted tune could be any of the following: Black smoke at idle, engine reduced power, bad economy, truck trembling/shaking. The reason this happens is because when you put your throttle down, you create vacuum in the intake. Sometimes in certain driving conditions, it can cause enough vacuum to pull the egr valve open. Usually these valves are covered in soot. When they get stuck, usually it's a piece of debris in there that holds it open. The way to avoid this? EGR DELETE KIT! (or at least a blocker plate)

I had my truck tuned by CCS about 1-2 years ago and now I am getting poor economy. Has the tune gone bad?

- Usually tunes don't "go bad". However, we do offer updates from time to time on different models. So for instance: If you are getting poor economy after having good economy for a long time, check the obvious things first. Fuel filter, fuel system tune up and obviously if you have your EGR still intact, get a blocker plate and install it. OR do a full delete kit to eliminate that 100%. If all of these things are checked over and deemed good to go, give us a call and we can look up your file to see if there are any updates available.

What is the reason for updates?

- The reason for updating tunes is simple. We want to have your truck running efficiently in +30 weather and -30 weather. Sometimes there are minor tweaks we have to make along the way to help the truck run happy in different conditions. When we notice a problem and fix the problem. The fix is applied across the board.

I am getting some odd shifts on my 68rfe, what do I do?

- Check to make sure your throttle valve sensor is unplugged. If it is, please contact us for further information. There may be an update available, OR you may be running into the pesky problems with the clutch packs. Please refer the 68RFE transmission tunes for more information regarding the sprag fix.

**What happens if I modify my truck after getting tuned?
(Bigger turbo, cp3, dual fueler's ect)**

- If you got your truck tuned stock built and you later on you decided on a bigger turbo for example, we would have to re-write your tunes to line up with your modifications. This costs 149.99+gst to get done. The reason for this is we have to start from scratch with your file.

I got a cold air intake after having your tunes for a couple months, do I need a retune?

- No, something simple like a cold air intake we do not need to re-write the tunes.

When I switch Tunes on the fly, does the Transmission require some driving time to re-learn the Shift Patterns? If so, how long does it take and how should I drive?

- The transmission will only do a relearn for the transmission shifting points when you perform a "FULL FLASH" to the PCM. If you have a CSP or DSP file on your PCM, it would have re-learned within the first 200km after the initial tune was put on the truck. When your truck is doing a re-learn, you may experience some odd shifts but should clear up after that 200km mark. Drive the truck how you normally drive the truck. Nothing different needs to be done. You may just experience some off-shifts.

I have had my truck tuned by CCS for some time and now I have a check engine light. What do I do?

- The quickest way to figure out your next step would be to plug in a OBD Scanner that can read engine codes. Find out what codes are present. Give us a call. We can let you know if they are emissions related or not. If its emissions related, we can usually help.

What kind of fuel economy gains should I expect with CCS tunes?

- The results are solely based on how the truck is driven. So the end result really differs between driver, vehicle, tire size, EGTS, outside temperature, etc. If the truck is properly maintained, we do expect to see your L/100km to drop significantly from what you are used to seeing.

Do you guys do smoke/ lope tunes?

- We don't like creating these tunes as they are a completely unhealthy situation for the engine. If you want these kind of custom tunes, there is a waiver that you are going to have to sign.