



SCAN GAUGE II: FORD 6.0L P.I.D'S (PARAMETER INFORMATION DISPLAY)

• EOT = ENGINE OIL TEMPERATURE (°F)

Important for monitoring the effectiveness of a stock OEM (Original Equipment Manufacture) oil cooler.

**See Below*

• ECT = ENGINE COOLANT TEMPERATURE (°F)

Watch for overheating, failing water pump, failing radiator, and other cooling system issues. Also important for monitoring the effectiveness of an OEM oil cooler.

• IPR = INJECTION PRESSURE REGULATOR (%): 0%-85%

Sometimes used for advanced diagnostics.

• TFT = TRANSMISSION FLUID TEMPERATURE (°F)

Monitor transmission temperature.

• BST = TURBO BOOST (PSI): 0-31 PSI

Monitor turbo boost. Sometimes used for advanced diagnostics.

• EBP = EXHAUST BACK PRESSURE (PSI)

Gauge pressure in the exhaust system just before the turbo.

• FMP = FICM MAIN POWER (VOLTS)

Indicates FICM output voltage to injectors.

Should be 48V±1

***See Below*

• FLP = FICM LOGIC POWER (VOLTS)

Indicates FICM input voltage. Sometimes used for advanced diagnostics.

• VGT = VARIABLE-GEOMETRY TURBOCHARGER (%)

High Percentage = Closed Vanes / Indicates computer request for turbo output.
Low Percentage = Open Vanes

• VLT = BATTERY VOLTAGE (VOLTS):

Monitors system battery voltage.

• ICP = INJECTOR CONTROL PRESSURE (PSI): 0-4000 PSI

Measures high pressure oil going to injectors. Sometimes used for advanced diagnostics.

• FIA = INTAKE AIR TEMPERATURE (°F)

Incoming air temperature at air filter.

* A plugged up and ineffective OEM oil cooler is a hidden problem. Fortunately, testing the OEM oil cooler is easy. With the truck warmed up and driving on the highway, watch the EOT and ECT values. The ECT and EOT should stay about the same if the OEM oil cooler is flowing well. However, if there is a 15°F difference or more, this is a strong indicator that the oil cooler is no longer effective. An ineffective oil cooler can cause early injector failure, high pressure oil pump failure, as well as issues with the turbo, gears, cam, lifters and even the EGR cooler. The oil cooler is the corner stone to a healthy engine. Learn more at BulletProofDiesel.com

** When the FICM voltage drops below 48V, this could be a strong indicator that the FICM power supply is failing. A low voltage power supply can lead to early injector failure, hard starts, and decreased engine performance. After verifying that the charging system and batteries are in good shape, then it is time to test the FICM. Check BulletProofDiesel.com for videos that show how to test and verify proper FICM voltage.