

RAM 6.7L CUMMINS

EMISSIONS TESTING DATA

ECM FLASH SUPPORT

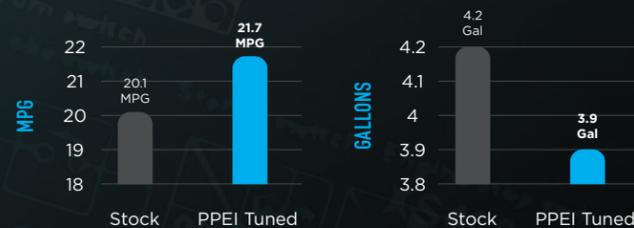


TCM FLASH SUPPORT

TIRE SIZE ADJUSTABILITY

FUEL ECONOMY TEST

TESTS	STOCK	PPEI
Fuel Mileage	20.16 Mpg	21.71 Mpg
Average Speed	69.61 Mph	68.20 Mph
Distance traveled	84.7 Mi	84.7 Mi
Fuel Consumed	4.200 Gal	3.900 Gal



0-60 MPH

TESTS	STOCK	PPEI
Elapsed Time	7.4 Sec	5.5 Sec
Distance	414 ft	297 ft



HORSEPOWER/TORQUE

TESTS	STOCK	PPEI
HP	361 RWHP	504 RWHP
TQ	744 RWTQ	1,134 RWTQ



All test were performed by PPEI in a controlled environment using the same factors for each test to replicate scenarios to gather true accurate data. Results may vary with different driving conditions/ driving behaviors. All tests were performed with 70 - 80 PSI of tire pressure. Speed limits never exceeded 75 MPH. Driving conditions were between 40° & 60°. There were no regens that occurred when preforming these tests. All tests were performed using the same calibration - highest emissions compliant achievable HP/TQ.



*Downloadable from the iOS Store & Android Google Play Store.



RESULTS ARE AS FOLLOWS AFTER INSTALLING THE PPEI EMISSION COMPLIANT TUNING

- Fuel Economy: an increase of 1.55 MPG
- 0 - 60 MPH: a decrease of 1.9 Seconds & 117ft sooner
- Horsepower/Torque: an increase of 143 RWHP & 390 RWTQ

OTHER OPTIONS/FEATURES ARE AVAILABLE WHEN PURCHASED WITH AN EZ LYNK AUTOAGENT 2:

- ECM Flashing
- TCM Flashing
- DTC Read/Clear function
- Tire Size Adjustability (30" to 50")

AVAILABLE PIDS FOR MONITORING & DIAGNOSTICS

- Gear
- Torque Converter Lockup status
- Engine Coolant Temperature (deg F/C)
- Vehicle Speed (MPH)
- Engine RPM (RPM)
- Engine Control Module Voltage (V)
- Transmission Fluid Temperature (deg F/C)
- Turbo Boost Pressure (psi)
- Exhaust Back Pressure (psi)
- Intake Manifold Temperature (deg F/C)
- Ambient Air Temperature (deg F/C)
- Exhaust Gas Temp S1 (deg F/C)
- TurboCharger Speed (RPM)
- Engine Load (%)
- Injection Control Pressure-Actual (kPsi)
- Injection Control Pressure-Desired (kPsi)
- Throttle Position Sensor (%)
- Transmission Line Pressure-Actual (psi/bar)
- Transmission Line Pressure-Desired (psi)
- Barometric Pressure (psi)
- Variable Geometry Turbo Position-Actual (%)
- Variable Geometry Turbo Position-Desired (%)
- Exhaust Gas Recirculation Valve Position-Actual (%)
- Fuel Controlling State
- Engine Torque Mode
- Est. Engine Torque-Actual (ft*lbs/Nm)
- Est. Engine Torque-Desired (ft*lbs/Nm)
- Mass Air Flow
- Intake Air Throttle Position-Actual (%)
- Diesel Particulate Filter Soot Load (%)
- Exhaust Gas Recirculation Orifice Temperature (deg F/C)
- Main Injector Event Timing (deg)
- Trans. Turbine Speed (RPM)
- Transmission Output Shaft Speed (RPM)
- Torque Converter Slip (RPM)



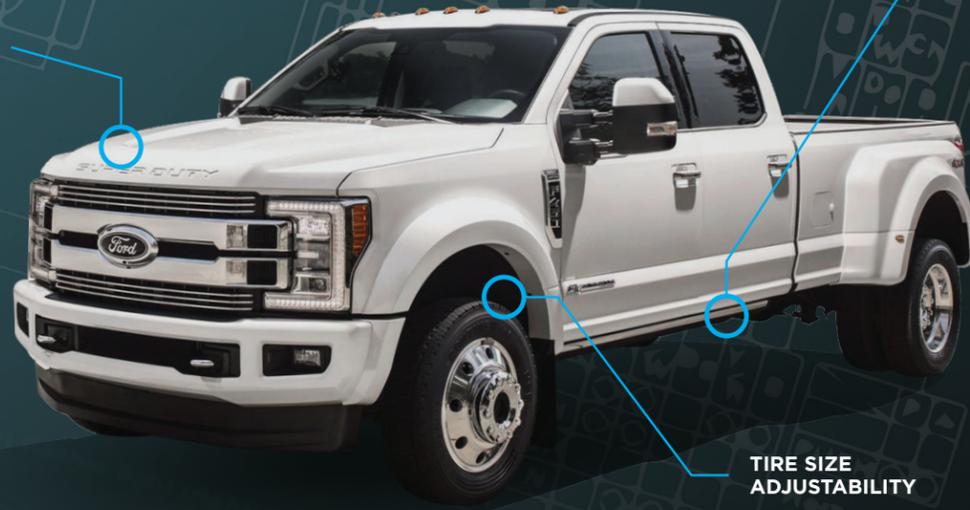
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FORD 6.7L POWERSTROKE

EMISSIONS TESTING DATA

ECM FLASH SUPPORT

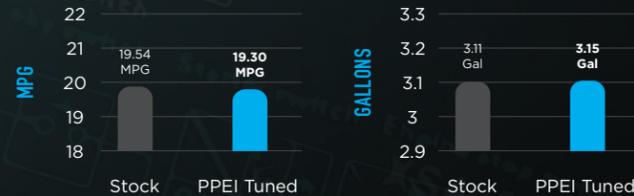


TCM FLASH SUPPORT

TIRE SIZE ADJUSTABILITY

FUEL ECONOMY TEST

TESTS	STOCK	PPEI
Fuel Mileage	19.54 Mpg	19.30 Mpg
Average Speed	65.14 Mph	67.34 Mph
Distance traveled	60.8 Mi	60.8 Mi
Fuel Consumed	3.111 Gal	3.150 Gal



0-60 MPH

TESTS	STOCK	PPEI
Elapsed Time	6.9 Sec	4.4Sec
Distance	385 ft	237 ft



HORSEPOWER/TORQUE

TESTS	STOCK	PPEI
HP	408 RWHP	545 RWHP
TQ	918 RWTQ	1,160 RWTQ



All test were performed by PPEI in a controlled environment using the same factors for each test to replicate scenarios to gather true accurate data. Results may vary with different driving conditions/ driving behaviors. All tests were performed with 70 - 80 PSI of tire pressure. Speed limits never exceeded 75 MPH. Driving conditions were between 40° & 60°. There were no regens that occurred when preforming these tests. All tests were performed using the same calibration - highest emissions compliant achievable HP/TQ.

AVAILABLE PIDS FOR MONITORING & DIAGNOSTICS

- Gear ()
- Torque Converter Lockup ()
- Engine Coolant Temperature (deg F or C)
- Turbo Boost Pressure (psi or bar)
- Throttle Position Sensor (%)
- Main Injector Event Timing (deg BTDC)
- Transmission Fluid Temperature (deg F or C)
- Exhaust Back Pressure (psi or bar)
- Engine Load (%)
- TS (-)
- Injection Control Pressure-Actual (kPsi or bar)
- Injection Control Pressure-Desired (kPsi or bar)
- Vehicle Speed (MPH or KPH)
- Engine RPM (RPM)
- Engine Control Module Voltage (V)
- Ambient Air Temperature (deg F or C)
- Engine Oil Temperature (deg F or C)
- Intake Air Temperature (deg F or C)
- Transmission Line Pressure-Desired (psi or bar)
- Barometric Pressure (psi or bar)
- Variable Geometry Turbo Position-Desired (%)
- Exhaust Gas Re-circulation Valve Position-Actual (%)
- Exhaust Gas Re-circulation Valve Position-Desired (%)
- Mass Air Flow (g/s)
- DPF Percentage of the Maximum Soot Loading - Inferred Closed Loop (%)
- DPF Percentage of the Maximum Soot Loading - Inferred Open Loop (%)
- Output Shaft Speed (RPM)
- Trans Turbine Speed (RPM)
- Torque Converter Slip (RPM)
- Exhaust Gas Temperature S1 (deg F or C)
- Exhaust Gas Temperature S2 (deg F or C)
- Exhaust Gas Temperature S3 (deg F or C)
- Exhaust Gas Temperature S4 (deg F or C)
- Main Injection Quantity (mm³/s)
- Diesel Particulate Filter Bank 1 (%)
- Diesel Particulate Filter Bank 1 Inlet Pressure (psi or bar)
- Diesel Particulate Filter Bank 1 Outlet Pressure (psi or bar)
- Charge Air Cooler Temperature Bank 1, Sensor 1 (deg F or C)
- Charge Air Temperature Voltage (V)
- Calculated Engine Torque (Nm)
- Engine Reference Torque (Nm)
- Actual Engine-Percent Torque (%)



*Downloadable from the iOS Store & Android Google Play Store.



RESULTS ARE AS FOLLOWS AFTER INSTALLING THE PPEI EMISSION COMPLIANT TUNING

- Fuel Economy: a decrease of 0.243 MPG
- 0 - 60 MPH: a decrease of 2.5 Seconds & 148ft sooner
- Horsepower/Torque: an increase of 137 RWHP & 242 RWTQ

OTHER OPTIONS/FEATURES ARE AVAILABLE WHEN PURCHASED WITH AN EZ LYNK AUTOAGENT 2:

- ECM Flashing
- TCM Flashing
- DTC Read/Clear function
- Tire Size Adjustability (31" to 34.50")
- Speed limiting (20MPH - Completed Removed)
- Gear Ratio Selection



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GM 6.6L LML DURAMAX

EMISSIONS TESTING DATA

TCM FLASH SUPPORT

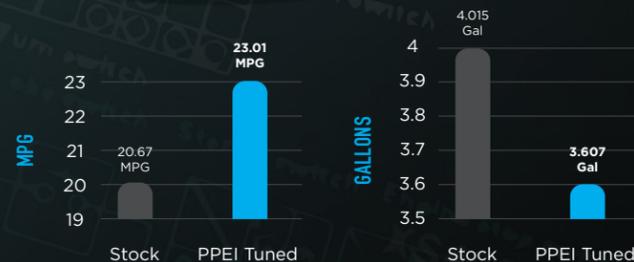
ECM FLASH SUPPORT



TIRE SIZE ADJUSTABILITY

FUEL ECONOMY TEST

TESTS	STOCK	PPEI
Fuel Mileage	20.67 Mpg	23.01 Mpg
Average Speed	64.67 Mph	64.67 Mph
Distance traveled	83 Mi	83 Mi
Fuel Consumed	4.015 Gal	3.607 Gal



0-60 MPH

TESTS	STOCK	PPEI
Elapsed Time	7.7 Sec	6.2 Sec
Distance	402 ft	319 ft



HORSEPOWER/TORQUE

TESTS	STOCK	PPEI
HP	386.60 RWHP	499.45 RWHP
TQ	748.89 RWTQ	1,057.35 RWTQ



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RESULTS ARE AS FOLLOWS AFTER INSTALLING THE PPEI EMISSION COMPLIANT TUNING

- Fuel Economy: an increase of 2.34 MPG
- 0 - 60 MPH: a decrease of 1.5 Seconds & 83ft sooner
- Horsepower/Torque: an increase of 112.85 RWHP & 308.46 RWTQ

OTHER OPTIONS/FEATURES ARE AVAILABLE WHEN PURCHASED WITH AN EZ LYNK AUTOAGENT 2:

- ECM Flashing
- TCM Flashing
- DTC Read/Clear function
- Tire Size Adjustability (28" to 60")
- Speed limiting (20MPH - Completed Removed)
- Gear Ratio Selection

AVAILABLE PIDS FOR MONITORING & DIAGNOSTICS

- Torque Converter Lockup
- Engine Coolant Temperature (deg F/C)
- Turbo Boost Pressure (psi)
- Throttle Position Sensor (%)
- Main Injector Event Timing (deg)
- Transmission Fluid Temperature (deg F/C)
- Engine Load (%)
- Injection Control Pressure-Actual (kPsi)
- Injection Control Pressure-Desired (kPsi)
- SOTF Switch PL Indicator/Setting (-)
- Vehicle Speed (MPH)
- Engine RPM (RPM)
- Engine Control Module Voltage (V)
- Ambient Air Temperature (deg F/C)
- Intake Air Temperature (deg F/C)
- Oil Pressure
- Barometric Pressure (psi)
- Variable Geometry Turbo Position-Actual (%)
- Variable Geometry Turbo Position-Desired (%)
- Exhaust Gas Recirculation Valve Position-Actual (%)
- Exhaust Gas Recirculation Valve Position-Desired (%)
- Mass Air Flow (g/s)
- Diesel Particulate Filter Soot Load (%)
- Output Shaft Speed (RPM)
- Trans. Turbine Speed (RPM)
- Torque Converter Slip (RPM)
- Desired Transmission Line Pressure (psi)
- Exhaust Gas Temperature S1 (deg F/C)
- Main Injection Quantity (mm³/s)
- Fuel Press Reg. 1 (%)
- Fuel Press Reg. 2 (%)
- Fuel Press Reg. Cur.
- Fuel Injection Balance Rate #1 (mm³/st)
- Fuel Injection Balance Rate #2 (mm³/st)
- Fuel Injection Balance Rate #3 (mm³/st)
- Fuel Injection Balance Rate #4 (mm³/st)
- Fuel Injection Balance Rate #5 (mm³/st)
- Fuel Injection Balance Rate #6 (mm³/st)
- Fuel Injection Balance Rate #7 (mm³/st)
- Fuel Injection Balance Rate #8 (mm³/st)



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NISSAN TITAN XD 5.0L CUMMINS

EMISSIONS TESTING DATA

TCM FLASH SUPPORT

ECM FLASH SUPPORT

TIRE SIZE ADJUSTABILITY



FUEL ECONOMY TEST

TESTS	STOCK	PPEI
Fuel Mileage	19.55 Mpg	19.78 Mpg
Average Speed	68 Mph	67.88 Mph
Distance traveled	84.7 Mi	84.7 Mi
Fuel Consumed	4.332 Gal	4.280 Gal



0-60 MPH

TESTS	STOCK	PPEI
Elapsed Time	9.3 Sec	7.3 Sec
Distance	504 ft	384 ft



HORSEPOWER/TORQUE

TESTS	STOCK	PPEI
HP	311 RWHP	387 RWHP
TQ	555 RWTQ	787 RWTQ



All test were performed by PPEI in a controlled environment using the same factors for each test to replicate scenarios to gather true accurate data. Results may vary with different driving conditions/ driving behaviors. All tests were performed with 70 - 80 PSI of tire pressure. Speed limits never exceeded 75 MPH. Driving conditions were between 40° & 60°. There were no regens that occurred when preforming these tests. All tests were performed using the same calibration - highest emissions compliant achievable HP/TQ.



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RESULTS ARE AS FOLLOWS AFTER INSTALLING THE PPEI EMISSION COMPLIANT TUNING

- Fuel Economy: an increase of 0.23 MPG
- 0 - 60 MPH: a decrease of 2 Seconds & 120ft sooner
- Horsepower/Torque: an increase of 76 RWHP & 232 RWTQ

OTHER OPTIONS/FEATURES ARE AVAILABLE WHEN PURCHASED WITH AN EZ LYNK AUTOAGENT 2:

- ECM Flashing
- DTC Read/Clear function

AVAILABLE PIDS FOR MONITORING & DIAGNOSTICS

- Gear
- Torque Converter Lockup
- Engine Coolant Temperature (deg F or C)
- Vehicle Speed (MPH or KPH)
- Engine RPM (RPM)
- Engine Control Module Voltage (V)
- Transmission Fluid Temperature (deg F or C)
- Turbo Boost Pressure-(Low pressure side) (psi or bar)
- Exhaust Back Pressure (psi or bar)
- Intake Manifold Temperature (deg F or C)
- Turbo Charger Speed (RPM)
- Engine Load (%)
- Injection Control Pressure-Actual (kPsi or bar)
- Injection Control Pressure-Desired (kPsi or bar)
- Throttle Position Sensor (%)
- Exhaust Gas Recirculation Valve Position-Actual (%)
- Est. Engine Torque-Actual (ft*lbs or N*M)
- Mass Air Flow(g/s)
- Barometric pressure(psi or bar)
- Diesel Particulate Filter Soot Load (%)
- EGR Orifice Temperature (deg F or C)
- Transmission Output Shaft Speed (RPM)
- Fuel Supply Pressure (psi or bar)
- Fuel Temperature (deg F or C)
- Turbo Pressure Sensor (psi or bar)
- Oil Pressure (psi or bar)
- Input Shaft Speed 1 (RPM)



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