

“Modules” Boost Performance Of Any Size Diesel

“It’s like getting a \$100 rebate for every \$500 of diesel you buy,” says Gary Gavin, at Diesel Tunes Performance about the company’s diesel modules for most diesel light, medium and heavy-duty trucks. The company also has modules for tractors, combines, rogators, and many other types of farm equipment, as well as RV’s and motorhomes. There are also fuel saving modules for big rig trucks.

“What makes our modules unique is that they boost power and fuel economy without raising exhaust gas temperatures (EGT’s) or risking your factory warranty,” says Gavin.

Chris Jernigan, Millsap, Texas, says, “I installed a Diesel Tunes chip on my 2004 Dodge 5.9 crew cab. It’s the third brand I’ve bought for this truck. I returned the other two because they didn’t work. I’ve tested this new module with GPS and cruise control, driving 60 miles on the highway at 65 mph, and the mileage went from 20.5 to 27.5. I’m totally satisfied.”

Diesel Tunes Features

- Lifetime Warranty.
- Easy installation. Just follow simple instructions.
- Requires no modifications. No pyrometer, no larger air intakes.
- Uses cutting-edge combustion efficiency technology to produce top power.
- Precisely regulates injection pressure to enhance fuel atomization and dispersion.
- Lowest exhaust gas temperature of any diesel truck chip performance product on the market.
- Generates 100 percent usable horsepower when towing.
- Greater torque and pulling power boosts speeds 20 to 30 mph on steep grades.
- Built-in safety features give you peace of mind under hard-pulling conditions.
- Never exceeds manufacturer’s power train limitations or fuel rail pressure levels.
- Undetectable by service diagnostics and easily removed before servicing.
- Over 12 years of satisfied customers.

Powering Up Ag Equipment

“Our customers experience up to 30 percent power increases on Case IH, Deere and Caterpillar ag equipment,” says Gavin.

An engine control unit (ECU), also known as power-train control module (PCM) or engine control module (ECM), is a type of electronic control unit that determines the amount of fuel, ignition timing and other

Jason Benton, Monte Vista, Colo.: “I installed a Diesel Tunes Performance Module in my 8120 Deere near the end of the summer. I didn’t notice much difference when baling, but when plowing down alfalfa this fall I gained a gear or two, letting me plow about a mile an hour faster with a 6-bottom plow.

“I took the 8120 into my dealer and had him put it on the dyno. It was running at 200 hp with the chip off and 260 with the chip turned up high. The dealer didn’t see any problems with my using the chip.”

Diesel Tunes owner Gary Gavin explains the three power settings on the ECU (engine control unit) let Benton fine tune his engine for its workload. The module fits between the sensors and the tractor’s computer and doesn’t alter or reprogram the computer. It just recalculates sensor values. Gavin notes that manufacturers like Deere tune engines for general use parameters. His module fine-tunes engine operation for specific power

parameters an internal combustion engine needs to keep running. It does this by reading values from multidimensional performance maps, using input values (such as engine speed) calculated from signals coming from sensor devices monitoring the engine. The Diesel Tunes module communicates directly with the ECM and sends recalculated sensor values to which the engine will adjust.

“Once our module is installed, it communicates with your tractor or combine’s ECM to receive engine operation data. With this information it will provide increased power with improved drivability. This direct communication with the tractor’s ECM allows our module to also increase fuel economy and towing capabilities under any type of agricultural conditions. On average, we’ve found it will reduce fuel consumption 20 percent per day,” says Gavin.

Why Don’t Truck Manufacturers Use This Technology?

“Actually the Diesel Tunes chips are not doing anything truck manufacturers can’t do themselves by fine tuning their engines. Our product manipulates factory settings to produce a more optimal performance output and power curve by fine tuning stock settings with a precision tolerance. This is what makes us unique,” notes Gavin.

“Over the past several years manufacturers have been substantially raising the horsepower and torque levels of their en-

demand parameters at low, medium and high power. This raises available horsepower and torque by 20 to 30 percent and can lower fuel use by 20 percent.

“Switching from low to high, I can tell the tractor operation is changing a bit,” says Benton. “I have yet to see if fuel savings are affected as we just keep topping it off when baling and plowing. Next spring when we get into fieldwork, I’ll get a chance to really see it work.”

Diesel Tunes makes modules for a wide variety of trucks, heavy equipment, RV’s and ag equipment. Ag brands include Case IH, Deere, New Holland, Massey Ferguson and others. Gavin says his ag modules are made specifically for ag equipment, suggesting that most performance altering chips are designed for street use. He warns that chips that require uploading new profiles to the on-board computer can affect the warranty.

gines without changing the engine’s cubic displacement. They do this because they intentionally under-tune their engines to start with. As engine manufacturers increase horsepower, they also continue to move the optimal power curve further outside the driving range. In fact, you would have to drive your truck as high as 3,100 rpm’s to actually get the advertised horsepower you paid for. Not only that, with the optimal performance curve out of reach at normal driving speeds, your engine is also robbed of precious fuel mileage costing you hundreds of unnecessary dollars at the pump.

“The good news is that as the Diesel Tunes module manages your engine’s fuel delivery, the high-end horsepower torque curve is relocated to a usable 1,700 to 2,300 rpm’s. This enables you to not only tap into the power when and where you need it most, but also gives you impressive mileage improvements ranging from 10 to 20 percent. Best of all, because the Diesel Tunes module simply relocates the high-end performance to a usable low-end range, it never exceeds the manufacturer’s power train limitations or fuel rail pressure levels.”

Prices for Diesel Tunes Performance modules range from \$499 for light-duty models to \$649 for heavy-duty equipment. Free priority shipping.

For more information, go to:

www.dieseltunes.com
Or call: 1-800-264-5102

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