

**ONLINE AUTOMOTIVE SERVICE INFORMATION**  
**SYSTEM FOR MARCH 2012** **FORD**  
**SB-10044212-5289**

- 22238 2009-2011 CROWN VICTORIA POLICE INTERCEPTOR FIRE SUPPRESSION SYSTEM SERVICE TIP.
- WHEN DIAGNOSING DIAGNOSTIC TROUBLE CODE B2792 PLEASE REFER TO THE ONLINE WORKSHOP MANUAL PINPOINT TEST I IN THE 2011 CROWN VICTORIA WORKSHOP MANUAL. USING THE OLDER PAPER VERSION OF THE WORKSHOP MANUAL MAY FALSELY CONDEMN THE FIRE SUPPRESSION SYSTEM MODULE(FSSM).
- 22240 SVT RAPTOR - SHOCK ABSORBER NOISE OVER BUMPS
- 2010-2012 F-150 SVT RAPTOR VEHICLES ARE EQUIPPED WITH UNIQUE HIGH-PERFORMANCE FOX SHOCK ABSORBERS DESIGNED FOR SEVERE OFF-ROAD USE. SOME CUSTOMERS MAY BE CONCERNED WITH BOOM, CHIRP OR CLUNK NOISES FROM THE FRONT OR REAR SHOCK ABSORBERS MOST OFTEN HEARD OVER SMALL, SHARP BUMPS IN THE ROAD SUCH AS FROST HEAVES, POTHOLES, OR EXPANSION JOINTS. THIS IS A NORMAL CHARACTERISTIC ORIGINATING FROM THE HYDRAULIC MOTION OF THE FLUID AND INHERENT TO THE UNIQUE DESIGN OF THE SHOCK ABSORBERS. IT IS NOT CAUSED BY CONTACT OF ANY SUSPENSION COMPONENTS, NOR WILL THIS CONDITION HAVE ANY DETRIMENTAL EFFECT ON THE LIFE OF THE SHOCK ABSORBERS OR SUSPENSION. DO NOT ATTEMPT SERVICE TO CORRECT THIS NORMAL CONDITION.
- 22242 **HYBRID ONLY - DTC C1525 BRAKE BLEED PROCEDURE**
- SOME 2005-2008 ESCAPE/MARINER HYBRID VEHICLES MAY EXHIBIT DIAGNOSTIC TROUBLE CODE C1525 AFTER THE REPLACEMENT OF ONE OR MORE HYDRAULIC BRAKE SYSTEM COMPONENTS. THESE VEHICLES REQUIRE A VERY UNIQUE BLEED PROCEDURE AND DTC C1525 TYPICALLY RESULTS IF THIS PROCEDURE IS NOT FOLLOWED EXACTLY. A DETAILED VIDEO ON THE BLEED PROCEDURE IS AVAILABLE IN THE ONLINE WORKSHOP MANUAL IN SECTION 206-00 SERVICE BLEED STEP #1, OR UNDER THE PTS TECH HOTLINE TAB>PREVIOUS EPISODES>EPISODE 5.**
- 22243 2011-2012 VEHICLES EQUIPPED WITH THE 6R80 TRANSMISSION - MISC SOLENOID DTC CODES PINPOINT DIAGNOSTIC ROUTINE - SOLENOID CONTAMINATION INSPECTION
- SOME 2011-2012 VEHICLES EQUIPPED WITH THE 6R80 TRANSMISSION THAT EXHIBIT A SOLENOID DTC (ACTUATOR POWER SHORT TO GROUND) MAY BE CAUSED BY CONTAMINATION AT THE SOLENOID TO LEADFRAME CONNECTION. FOLLOW THE WSM SECTION 307-01 PINPOINT TEST (PPT) A1 PROCEDURES. IF (PPT) A7 RESULTS INDICATE THE RESISTANCE IS OUT OF SPECIFICATION, (PPT) A8 THEN REQUIRES REMOVAL OF THE MAIN CONTROL AND LEADFRAME, RECOMMEND INSPECTING THE AFFECTED SOLENOID TERMINALS FOR CONTAMINATION OF FINE METAL PARTICLES NEAR SOLENOID TERMINAL CONNECTION TO LEADFRAME. IN MANY CASES CLEANING HAS BEEN AN EFFECTIVE WAY OF ALLEVIATING THE CONDITION. REINSTALL MAIN CONTROL FILL AND SET TRANSMISSION FLUID LEVEL, CLEAR DTC'S AND ROAD TEST. LEADFRAME OR SOLENOID SHOULD ONLY BE REPLACED IF THE DTC AND CONDITION RETURNS. USE AVAILABLE SERVICE LABOR TIMES.
- 22244 2012-2013 EXPLORER FOUL ODOR FROM HVAC
- SOME 2012 - 2013 EXPLORER VEHICLES EQUIPPED WITH THE 3.5L ENGINE MAY EXHIBIT A FOUL OR DECAY TYPE ODOR COMING FROM THE HEATER-A/C SYSTEM INTERMITTENTLY AFTER COMING TO A STOP WITH A HOT ENGINE AND THE RECIRCULATION DOOR IN THE FRESH AIR POSITION. THE ODOR MAY ALSO BE NOTICEABLE UNDER THE HOOD. ENGINEERING IS AWARE OF THIS ISSUE AND IT IS BEING INVESTIGATED. PLEASE CONTINUE TO SUBMIT VEHICLE REPORTS FOR THIS CONCERN. DO NOT REPLACE ANY COMPONENTS AT THIS TIME. CONTINUE