

6.7L—CALIBRATION UPDATE—BUILT ON OR BEFORE 5/15/2012	TSB 12-5-12
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FORD:**2011-2012 F-Super Duty**

This article supersedes TSB 11-8-24 to update the Issue Statement and Service Procedure.

ISSUE

Some 2011-2012 F-Super Duty vehicles equipped with a 6.7L engine and built on or before 5/15/2012 may exhibit diagnostic trouble code (DTC) P0181. Refer to the Calibration Content for additional calibration updates.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

Please run Oasis using the Vehicle Identification Number (VIN) to search for open Field Service Actions (FSA) and claim reprogramming updates against open FSA's when applicable. The latest level includes all previous enhancements released in prior calibration levels.

Reprogram the powertrain control module (PCM) and the transmission control module (TCM) to the latest calibration using IDS release 79.01 and higher. This new calibration is not included in the VCM 2012.5 DVD. Calibration files may also be obtained at www.motorcraft.com.

NOTE

PLEASE ADVISE THE CUSTOMER THAT THIS VEHICLE IS EQUIPPED WITH AN ADAPTIVE TRANSMISSION SHIFT STRATEGY WHICH ALLOWS THE VEHICLE'S COMPUTER TO LEARN THE TRANSMISSION'S UNIQUE PARAMETERS AND IMPROVE SHIFT QUALITY. WHEN THE ADAPTIVE STRATEGY IS RESET, THE COMPUTER WILL BEGIN A RE-LEARNING PROCESS. THIS RE-LEARNING PROCESS MAY RESULT IN FIRMER THAN NORMAL UPSHIFTS AND DOWNSHIFTS FOR SEVERAL DAYS.

The Calibration Update Contains Improvement Actions And Enhancements To Address The Following:

- False DTC P0181 (fuel temperature sensor A circuit range/performance)

Previously Released - Calibration Content

Included in IDS software release 74.03 and higher contained improvement actions and enhancements to address the following:

Calibration Content - Pick Up Truck (non-chassis cab) Vehicles Built On Or Before 3/7/2012

- Runs rough/misfire during diesel particulate filter (DPF) regeneration

Calibration Content - Vehicles Built On Or Before 7/25/2011

- False DTC P0884 (PCM/TCM power input signal intermittent)

Calibration Content - Vehicles Built On Or Before 5/31/2010

- DTC P0134 O2 sensor circuit no activity detected (bank 1, sensor 1)

Calibration Content - Vehicles Built On Or Before 4/11/2010

- DTC P0401 (exhaust gas recirculation (EGR) flow insufficient detected)
- DTC P0402 (exhaust gas recirculation (EGR) flow excessive detected)
- DTC P009A (intake air temperature/ambient air temperature correlation) if driven at highway speeds with a snow plow attached
- Harsh/inconsistent transmission shifting during transmission fluid warm up
- Improved shift feel for tip-in events at low speed or when coming to a stop

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford or Lincoln dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supercede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.

TSB 12-5-12 (Continued)

Calibration Content - Vehicles Built On Or Before 11/5/2010

- Delayed manual upshifts from 1st to 2nd gear when in Select Shift mode while going down a grade
- Harsh/delayed 1-2 upshift and downshift
- DEF warning messages won't reset after refilling DEF tank with Key On Engine Running
- Modified vehicles for rail applications, that will not re-engage PTO operation or speedometer inoperative after riding on the tracks with the front wheels off the ground
- VSOUT signal inoperable from customer access circuits under dash
- DTC P2463 or P246C (DPF restriction) and DTC P2459 (DPF regeneration frequency) - adds increased ability to perform manual regeneration at higher load values when performing system diagnostics

Calibration Content - Vehicles Built On Or Before 08/23/2010

- False DTC P132B (turbocharger/supercharger boost control A performance)
- False DTC P0299 (turbocharger/supercharger A under-boost condition)
- False DTC P050E (cold start engine exhaust temperature too low)
- False DTC P06EA (NOX sensor processor performance (bank 1, sensor 1))
- DTC P249C (SCR time to closed loop) - improved diagnostics and reporting
- DTC P249F (excessive time to enter closed loop DPF regeneration control) - improved diagnostics and reporting
- DTC(s) and freeze frame data being erased in the PCM when running KOEO, KOER, Datalogger, Active Commands or any other guided diagnostics with IDS
- False P0731 (gear 1 incorrect ratio)
- False P0732 (gear 2 incorrect ratio)
- False P0733 (gear 3 incorrect ratio)
- False P0734 (gear 4 incorrect ratio)
- False P0735 (gear 5 incorrect ratio)
- False P0729 (gear 6 incorrect ratio)
- Low speed/load engine surge
- Abrupt engine shutdown feel
- HP fuel pump knocking noise at idle
- Delayed DEF level indication after refill event

- Harsh/bumpy transmission upshifts/downshifts
- Delayed/harsh transmission engagement feel between R-D and D-R shifts
- Transmission gear hunting during speed control operation when climbing grades or climbing hills, particularly while towing
- Erratic transmission operation after descending grades while in 1st gear
- Flashes/delays of current gear indication when using SelectShift mode
- Added Brake Over Accelerator (BOA) feature - reduces engine power during off-idle driving when both the accelerator and brake pedals are applied simultaneously
- Added SelectShift memory feature so the SelectShift gear display comes back on whenever going back into drive if the vehicle was turned off while SelectShift mode was still activated
- Added engine protection feature from overspeed when descending long grades while towing and in manual gear ranges (forces transmission upshifts at 4000 RPM)
- Increased torque - during hill assist operation - (see Owner Guide for additional system operation)
- PTO operational enhancements - (applicable to vehicles equipped with optional PTO)
 - Automatic secondary electronic idle controller (SEIC) turns on at engine start if the switch is in the on position
 - Engine coolant temperature to operate PTO lowered to -7 °C (+20 °F)
 - Improved RPM control with SEIC controllers

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage And Emissions Warranty Coverage
 Warranty/ESP coverage limits/policies/prior approvals are not altered by a TSB.
 Warranty/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

OPERATION	DESCRIPTION	TIME
120512A	2011-2012 F-Super Duty 6.7L: Check DTCs, Reprogram The PCM And TCM (Do Not Use With Any Other Labor Operations)	0.6 Hr.

DEALER CODING

BASIC PART NO.
RECALEM

CONDITION
CODE
04