REDUCED FUEL TANK CAPACITY—EMPTY REFILL 38 TO 45 LITERS (10 TO 12 GALLONS)- BUILT ON OR BEFORE 4/2/2013

TSB 13-6-3

FORD:
2013 Fusion

LINCOLN:
2013 MKZ

ISSUE

Some 2013 Fusion and MKZ Front Wheel Drive (FWD) vehicles equipped with a 1.6L Gasoline Turbocharged Direct Injection (GTDI) engine and Federal emissions, or a 2.0L GTDI engine and built on or before 4/2/2013 may exhibit a concern where the fuel tank will only accept 38 to 45 Liters (10 to 12 gallons) when refueling with the gauge indicating empty and/or the distance to empty below 56 kilometers (35 miles).

ACTION

Follow the Service Procedure steps to correct the concern.

SERVICE PROCEDURE

1. Determine the vehicle engine size.
   a. If the vehicle is equipped with a 1.6L GTDI engine proceed to Step 2.
   b. If the vehicles is equipped with a 2.0L GTDI engine proceed to Step 3.
2. Connect the Integrated Diagnostic System (IDS) and determine emissions level from the vehicle specification screen. Is the vehicle equipped with federal emissions?
   a. Yes - proceed to Step 3.
   b. No - this article does not apply. Refer to Workshop Manual (WSM), Section 303-00 for normal diagnostics.
3. Replace the fuel tank. Refer to WSM, Section 303-00.
4. Is the vehicle equipped with MyFord Touch?
   a. Yes - reprogram the instrument panel cluster to the latest calibration using IDS release 85.01 and higher. Calibration files may also be obtained at www.motorcraft.com.
   b. No - this step does not apply.

PART NUMBER	PART NAME
DG9Z-9002-H	Fuel Tank
4L3Z-9276-AA	Fuel Tank O-Ring
CV6Z-9450-D	Exhaust Gasket
W520103-S442	Exhaust Nut (2 Req)

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
130603A	2013 Fusion And MKZ 2.0L GTDI FWD: Replace The Fuel Tank (Do Not Use With Any Other Labor Operations)	2.5 Hrs.
130603A	2013 Fusion 1.6L GTDI FWD: Determine If Vehicle Is Equipped With Federal Emissions Replace The Fuel Tank (Do Not Use With Any Other Labor Operations	2.6 Hrs.

130603B	2013 Fusion 1.6L GTDI FWD MyFord Touch: Determine If Vehicle Is Equipped With Federal Emissions Replace The Fuel Tank And Reprogram The Instrument Panel Cluster (Do Not Use With Any Other Labor Operations)	2.7 Hrs.
130603B	2013 Fusion And MKZ 2.0L GTDI FWD MyFord Touch: Replace The Fuel Tank And Reprogram The Instrument Panel Cluster (Do Not Use With Any Other Labor Operations)	2.7 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
9002	42

3.7L ENGINE AND 6R80 TRANSMISSION—WHINE NOISE ON ACCELERATION—BUILT ON 4/1/2012 AND THROUGH 7/1/2012

TSB 13-6-4

FORD:
2013 Mustang
2012 F-150

ISSUE

Some 2013 Mustang and 2012 F-150 vehicles built on 4/1/2012 and through 7/1/2012 equipped a 3.7L engine and 6R80 transmission may exhibit a whining noise from the transmission torque converter housing area during acceleration. The noise will go away after converter clutch locks up.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Is the Mustang or F-150 built on 4/1/2012 and through 7/1/2012?
   a. Yes - proceed to Step 2.
   b. No - this article does not apply. Refer to Workshop Manual, Section 100-04 for normal diagnostics.
2. Road test vehicle. Does the transmission exhibit a whining noise from the torque converter housing area during acceleration, which goes away after converter clutch locks up?
   a. Yes - proceed to Step 3.
   b. No - this article does not apply. Refer to Workshop Manual, Section 100-04 for normal diagnostics.
3. With the vehicle in neutral, position it on a hoist. For additional information, refer Workshop Manual (WSM), Section 100-02.
4. Remove the transmission. Refer to WSM, Section 307-01.
   a. It is not necessary to drain the transmission fluid or remove the transfer case from the transmission on 4X4 models for this procedure.
5. Remove torque converter using Essential Special Service Tool (ESST) 307-091.
6. Remove input shaft oil seal using ESST 308-375 and 100-001. Discard the seal.
7. Install new front pump seal using ESST 307-556.
8. Install new torque converter using ESST 307-091.
9. Install transmission. Refer to WSM, Section 307-01.
10. Fill transmission with fluid. Refer to WSM, Section 307-01.

PART NUMBER	PART NAME
BR3Z-7902-C	Torque Converter
6L2Z-7A248-AA	Seal - Converter Pump
W715131-S437	Transmission Cooler Line Bolt (Mustang)
W715798-S437	Transmission Cooler Line Bolt (F-150)
XT-10-QLV	MERCON® LV Automatic Transmission Fluid
7L1Z-7J227-A	O-ring - Cooler Line (4 Req)
W714689-S437	Torque Converter Nut (4 Req)
N800594-S100	Drive Shaft Bolt -Mustand/ F-150 (8 Req) 4WD (4 Req)
W713078-S439	Mid Shaft Bearing Bracket Bolt (2 Req)
7L1Z-4B496-D	Front Drive Shaft Bolt - 4WD Vehicles (3 Packages Req))
7L1Z-4B496-C	Front Drive Shaft Bolt - 4WD Vehicles (2 Packages Req)
W520514-S440	Exhaust Nut - F-150 (4 Req)

TSB 13-6-4 (Continued)

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130604A	2013 Mustang 3.7L DOHC 6R80 (Auto Transmission): Replace The Front Pump Seal And Torque Convertor Includes Time To Remove And Install Transmission (Do Not Use With Any Other Labor Operations)	3.8 Hrs.
130604A	2013 F-150 4X2 3.7L DOHC 6R80 (Auto Transmission): Replace The Front Pump Seal And Torque Convertor Includes Time To Remove And Install Transmission (Do Not Use With Any Other Labor Operations)	4.8 Hrs.
130604A	2013 F-150 4X4 3.7L DOHC 6R80 (Auto Transmission): Replace The Front Pump Seal And Torque Convertor Includes Time To Remove And Install Transmission And Transfer Case (Do Not Use With Any Other Labor Operations)	5.5 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
7902	D4

6.7L DIESEL—MALFUNCTION INDICATOR LAMP (MIL) WITH DIAGNOSTIC TROUBLE CODE (DTC) P0401

TSB 13-6-5

FORD:
2011-2012 F-Super Duty

This article supersedes TSB **12-6-14** to update Service Labor Time Standards.

ISSUE

Some F-Super Duty vehicles equipped with a 6.7L diesel engine may exhibit a malfunction indicator lamp (MIL) with DTC P0401. This concern may be caused by a restricted exhaust gas recirculation (EGR) cooler core.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Using a scan tool, check all continuous memory DTCs. Is DTC P0401 present with no other EGR system related codes?
   a. No - this article does not apply, refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual to diagnose this concern.
   b. Yes - proceed to Step 2.
2. Using a scan tool, perform a key on engine running (KOER) self test. Is DTC P2457 present?
   a. No - this article does not apply. Refer to PC/ED, pin point test W to diagnose DTC P0401.
   b. Yes - replace the EGR cooler core. Refer to Workshop Manual, Section 303-08 for EGR cooler core replacement.

PART NUMBER	PART NAME
BC3Z-9V425-A	EGR Cooler Core
BC3Z-9P455-A	Seal Kit

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130605A	2011-2012 F-Super Duty 6.7L: Check DTCs And Replace The EGR Cooler Core (Do Not Use With Any Other Labor Operations)	3.2 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
9V425	55

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.

DOME LAMP INOPERATIVE WHEN UNLOCKING— INTEGRATED KEYLESS TRANSMITTER (IKT) FOB— BUILT ON 11/21/2012 AND THROUGH 3/30/2013

TSB 13-6-6

FORD:
2013 Focus

ISSUE

Some 2013 Focus vehicles equipped with IKT keys and built on 11/21/2012 and through 3/30/2013 may exhibit the dome light not illuminating when unlocking the vehicle with the IKT fob unlock button after the vehicle has been left engine off and undisturbed for 30 minutes or more.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Verify the dome light does not illuminate when unlocking the vehicle with the IKT fob unlock button after the vehicle has been left with engine off and undisturbed for 30 minutes or more.
2. Press the lock button on the IKT fob and then press the unlock button on the IKT fob again. Did the dome light turn on?
   a. Yes - proceed to Step 3.
   b. No - this article does not apply. Refer to Workshop Manual, Section 417-02 for normal diagnostics.
3. Reprogram the body control module (BCM) to the latest calibration using IDS release 84.01 and higher. Calibration files may also be obtained at www.motorcraft.com.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130606A	2013 Focus: Identify Customer Concern And Reprogram The BCM (Do Not Use With Any Other Labor Operations)	0.3 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
14A068	42

CLUNK OR POP-TYPE NOISE AND/OR BUMP FELT FROM FLOOR PAN WHILE TURNING LEFT OR RIGHT—BUILT ON OR BEFORE 5/1/2012

TSB 13-6-7

FORD:
2008-2012 F-Super Duty

This article supersedes TSB **10-25-3** to update the model years, production fix date and Service Procedure.

ISSUE

Some 2008-2012 F-Super Duty vehicles built on or before 5/1/2012 may exhibit a pop or clunk noise heard/felt under floor pan when turning, and may be more noticeable when cold.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

The following procedure should only be performed on the side of the vehicle exhibiting the noise and/or bump concern as reported by the customer.

1. Install Chassis Ear JSP97202 in Rotunda Technician Tool Program or equivalent to the left and/or right hand side of number 1 body support mounts. Refer to Workshop Manual (WSM), Section 502-02.
2. Road test the vehicle and attempt to duplicate customer concern by making left and right turns at low speed in an uneven parking lot.
3. Does vehicle exhibit pop or clunk-type noise and/or feel a bump from the floor pan?
   a. Yes - proceed to Step 4.
   b. No - this article does not apply. Refer to (WSM), Section 100-04 for normal diagnostics.
4. Determine vehicle model year and built date.
   a. 2008-2010 vehicles proceed to Step 5.
   b. 2011 and 2012 vehicles built on or before 05/01/2012 proceed to Step 13.
5. Loosen all body support mount bolts from the affected side except the front end sheet mount located behind the front bumper.
6. Raise vehicle cab slightly approximately 25 mm (1″).
7. Remove the number 1 body support mount(s) on the affected side of the vehicle only. Refer to WSM, Section 502-02.
8. Use a wire wheel to clean all threadlock material from the threads of the bolts.
9. Install a shim between the floor pan and number 1 upper body support mount that exhibits the noise. (Figure 1)

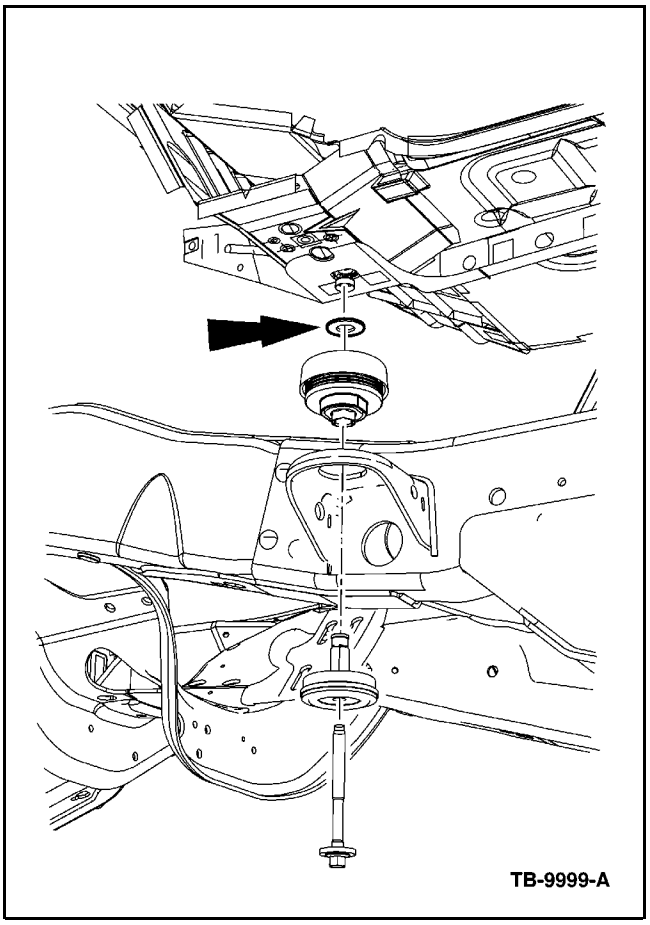

Figure 1 - Article 13-6-7

10. Lower vehicle cab.
11. Apply Motorcraft® Threadlock and Sealer to the threads of the body support mount bolts.
12. Reinstall the body support mount bolts number 2, 3 and 4 and torque to 103 N•m (76 lb-ft). Refer to WSM, Section 502-02.
13. Replace the No. 1 lower body support mount(s). Refer to (WSM) Section 502-02.
    a. Apply Motorcraft® Threadlock and Sealer to the threads of all body support mount bolt(s).

PART NUMBER	PART NAME
1C3Z-1000145-AA 7C3Z-1000155-AA TA-25	Shim Lower Body Mount Number 1 Motorcraft® Threadlock and Sealer

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130607A	2011-2012 F-Super Duty: Follow Service Procedure To Diagnose And Replace The Number One Lower Body Support Mount On One (1) Side	0.7 Hr.
130607B	2011-2012 F-Super Duty: Follow Service Procedure To Diagnose And Replace The Number One Lower Body Support Mount On Both (2) Sides	0.9 Hr.
130607C	2008-2010 F-Super Duty: Follow Service Procedure To Diagnose And Replace The Number One Lower Body Support Mount Includes Time To Remove Remaining Body Mount Bolts To Install Shim On One (1) Side	1.3 Hrs.
130607D	2008-2010 F-Super Duty: One Lower Body Support Mount On Both (2) Sides Includes Time To Remove Remaining Body Mount Bolts To Install Shims On Both (2) Sides	1.9 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
1000155	42

6R80 TRANSMISSION HIGH GEAR ENGAGEMENT FROM A STOP—VEHICLES BUILT ON OR BEFORE 4/8/2013

TSB 13-6-8

FORD:
2011-2014 Mustang
2011-2013 F-150
2012-2013 Expedition

LINCOLN:
2012-2013 Navigator

The article supersedes TSB **13-4-9** to update the vehicle model years.

ISSUE

Some 2011-2014 Mustang, 2011-2013 F-150, 2012-2013 Expedition and Navigator vehicles equipped with a 6R80 transmission and built on or before 4/8/2013 may exhibit a transmission engagement in 5th gear when starting. The wrench indictor and/or the seat belt minder may be illuminated, the speedometer reads zero and the odometer displays dashes while driving. Symptoms may clear after an ignition key cycle. Diagnostics trouble codes (DTCs) P0720 and P0722 may or may not be stored in the powertrain control module.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

Replace the molded leadframe on the main control assembly. Refer to Workshop Manual (WSM), Section 307-01 Shift Solenoids.

NOTE

REPLACEMENT OF SHIFT SOLENOIDS ARE NOT REQUIRED FOR THIS PROCEDURE.

PART NUMBER	PART NAME
AL3Z-7G276-A	Molded Leadframe

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
130608A	2011-2013 F-150, 2012-2013 Expedition And Navigator 6R80 Transmission: Check DTCs And Replace The Molded Leadframe (Do Not Use With Any Other Labor Operations)	2.1 Hrs.
130608A	2011-2014 Mustang 6R80 Transmission: Check DTCs And Replace The Molded Leadframe (Do Not Use With Any Other Labor Operations)	2.2 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
7G276	D4

5.4L 2V AND 6.8L 2V ENGINE—EXCESSIVE ENGINE OIL CONSUMPTION

TSB 13-6-9

FORD:
2011-2013 E-Series

The article supersedes TSB **13-5-4** to update the warranty causal part number and the vehicle line application.

ISSUE

Some 2011-2013 E-Series vehicles equipped with a 5.4L 2V or 6.8L 2V engine and built on or before 11/12/2012 may exhibit excessive oil consumption determined as less than 4,800 km (3,000 miles) driven per 0.95L (1 qt) engine oil consumed.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Is engine oil consumption determined to be excessive following the Excessive Engine Oil Consumption test? Refer to Workshop Manual (WSM), Section 303-00.
   a. Yes - proceed to Step 2.
   b. No - this article does not apply. Refer to WSM, Section 303-00 for normal diagnostics.
2. Remove engine. Refer to WSM, Section 303-01.
3. Replace all valve seals. Refer to WSM, Section 303-01.
4. Install engine. Refer to WSM, Section 303-01.

PART NUMBER	PART NAME
DC2Z-6571-A	Valve Stem Seal
AC2Z-9439-B	Intake Gasket - Left Hand - 5.4L
AC2Z-9439-A	Intake Gasket - Right Hand - 5.4L
4C3Z-6584-BA	Cam Cover Gasket - Right Hand
4C3Z-6584-CA	Cam Cover Gasket - Left Hand
4C2Z-9439-AA	Intake Manifold 6.8L
F1AZ-6731-BD	Oil Filter
F1VY-8255-A	O-Ring - Thermostat Outlet
XO-5W20-QSP	Motorcraft® SAE 5W-20 Premium Synthetic Blend Motor Oil
VC-7-B	Motorcraft® Gold Antifreeze/Coolant Concentrated
TA-30	Motorcraft® Silicone Gasket and Sealant

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130609A	2011-2013 Econoline 5.4L: Replace All Valve Seals Includes Time To Remove And Install Engine	13.0 Hrs.
130609A	2011-2013 Econoline 6.8L: Replace All Valve Seals Includes Time To Remove And Install Engine	14.1 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
6571	33

BANG NOISE HEARD AND/OR BUMP FELT FROM FRONT OF VEHICLE DURING A QUICK 1-2 AND/OR 2-3 SHIFT—UNDER MODERATE TO AGGRESSIVE ACCELERATION

TSB 13-6-10

FORD:
2013 Focus

ISSUE

Some 2013 Focus ST vehicles may exhibit a bang noise and/or bump felt from front of vehicle during a quick 1-2 and/or 2-3 shift under moderate to aggressive acceleration.

ACTION

Perform the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Raise the vehicle on a hoist. Refer to Workshop Manual (WSM), Section 100-02.
2. Remove the lower air deflector by removing the three (3) fasteners. (Figure 1)
3. Remove the engine compartment splash shield by removing the eight (8) fasteners. (Figure 1)
4. Lower the vehicle.
5. Remove battery and battery tray. Refer to WSM, Section 414-01.
6. Position hydraulic floor jack with a wood block under transmission and raise only enough to support weight of transmission.
   a. Do not attempt to lift the transmission or damage will occur.

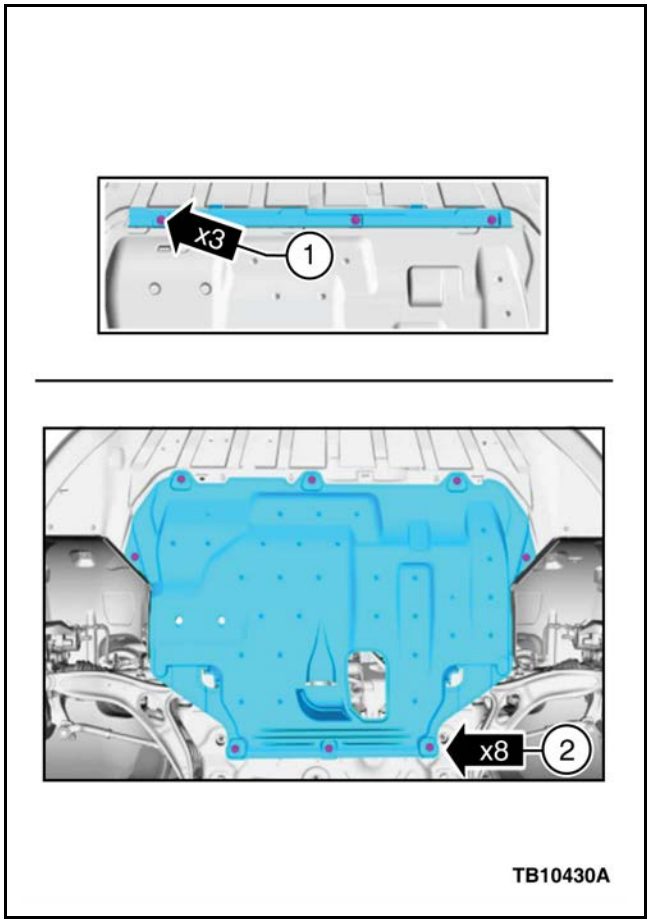

Figure 1 - Article 13-6-10

7. Remove battery tray reinforcement by removing the four (4) fasteners. (Figure 2)

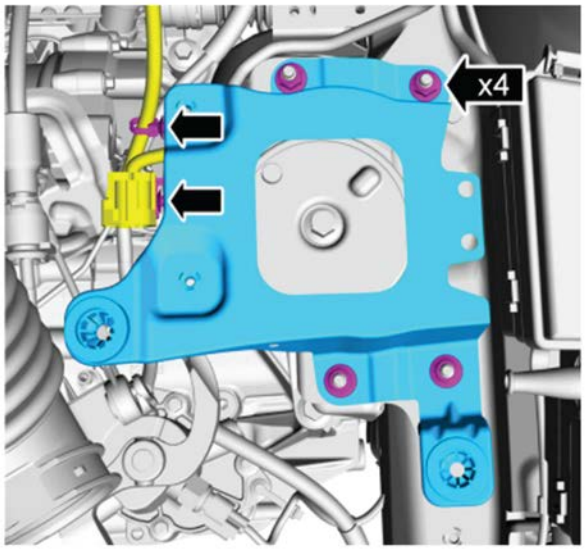

Figure 2 - Article 13-6-10

8. Remove and discard the center fastener securing the transmission support insulator and remove the insulator.

9. Install revised service transmission support insulator and torque new center fastener to 148 N•m (109 lb-ft).

10. Replace the clutch slave cylinder hydraulic tube with revised service part. (Figure 3 - Item 12)

11. Bleed the clutch system. Refer to WSM, Section 308-02, general procedures, 6 speed manual transmissions.

12. Remove floor jack.

13. Install battery tray reinforcement with the four (4) fasteners and torque to 48 N•m (35 lb-ft). (Figure 2)

14. Install battery and battery tray, refer to WSM, Section 414-01.

15. Replace engine mount with revised service part. Refer to WSM, Section 303-01B

    a. If the three (3) engine mount studs loosen during engine mount removal, torque the three (3) engine mount studs to 17.5 N•m (13 lb-ft)

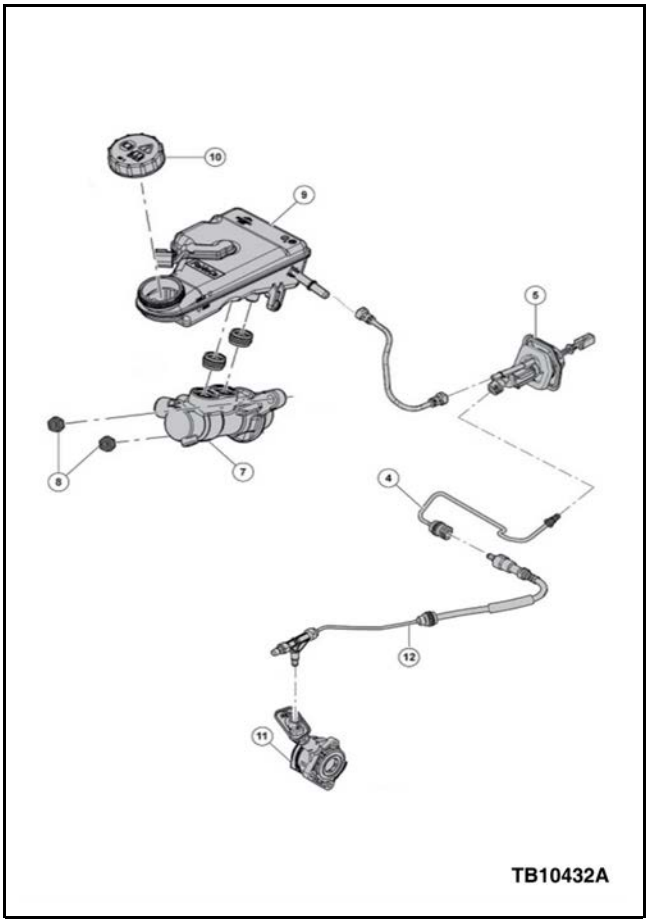

Figure 3 - Article 13-6-10

16. Replace roll restrictor with revised service part. Refer to WSM, Section 308-03.

    a. When installing the engine compartment splash shield and lower air deflector, do not over tighten the fasteners or threads may be damaged.

PART NUMBER	PART NAME
CM5Z-6068-A	Roll Restrictor
DV6Z-7A512-B	Clutch Line PTL
DV6Z-6038-B	Engine Mount
DV6Z-6068-A	Transmission Mount
W500361-S442	Bolt - Transmission Mount
W716238-S442	Bolt - Roll Restrictor
PM-20	Motorcraft® DOT 4 LV High Performance Motor Vehicle Brake Fluid

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130610A	2013 Focus ST 2.0L GTDI: Replace Mounts And Clutch Hydraulic Cylinder Tube Following The Service Procedure (Do Not Use With Any Other Labor Operations)	1.8 Hrs

DEALER CODING

BASIC PART NO.	CONDITION CODE
6068	42

POLICE INTERCEPTOR UTILITY AND SEDAN—FRONT DOOR WINDOW GLASS STICKING OR BINDING—BUILT ON OR BEFORE 3/26/2013

TSB 13-6-11

FORD:
2013 Taurus, Explorer

ISSUE

Some 2013 Police Interceptor Utility and Sedan vehicles equipped with ballistic door panels built on or before 3/26/2013 may exhibit a sticking or binding door window glass on the left or right front door.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Perform the following procedure on the affected side of the vehicle only.
2. Remove the window regulator. Refer to Workshop Manual (WSM), Section 501-11.
3. Remove the door window glass. Refer to WSM, Section 501-11.
4. Clean the glass using GOO GONE® and Motorcraft® Ultra-Clear Spray Glass Cleaner or equivalent.
5. Remove the ballistic information label from the black nylon material of the ballistic panel and set aside to reattach to the vehicle.
6. Remove the front door latch. Refer to WSM, Section 501-14.
7. Apply masking tape to the two large openings inside the door to protect against sheet metal edges.
8. Apply liberal amounts of GOO GONE® spray gel adhesive remover or equivalent to the black nylon material adhered to the ballistic panel.
9. Remove the black nylon material by peeling at the upper edge of the panel and pulling the material downward.
10. Clean off residual adhesive and Goo Gone with Motorcraft® Metal Brake Part Cleaner or equivalent.
11. Attach the ballistic information label to lower-left area of ballistic panel. Label may be discarded if damaged or illegible.
12. Reverse the procedure to assemble the vehicle.

Obtain Part Locally
Part Name
GOO GONE® Spray Gel (Citrus Power) Masking Tape

PART NUMBER	PART NAME
PM-4-A	Motorcraft® Metal Brake Parts Cleaner
ZC-23	Motorcraft® Ultra-Clear Spray Glass Cleaner

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130611A	2013 Explorer Utility Interceptor: Follow Service Procedure To Remove Black Nylon Material From The Inner Side Of the Ballistic Panel (Do Not Use With Any Other Labor Operations) One (1) Front Door	1.8 Hrs.

TSB 13-6-11 (Continued)

130611A	2013 Taurus Sedan Interceptor: Follow Service Procedure To Remove Black Nylon Material From The Inner Side Of the Ballistic Panel (Do Not Use With Any Other Labor Operations) One (1) Front Door	2.1 Hrs.	130611B	2013 Explorer Utility Interceptor: Follow Service Procedure To Remove Black Nylon Material From The Inner Side Of the Ballistic Panel (Do Not Use With Any Other Labor Operations) Both (2) Front Doors	3.1 Hrs.
130611B	2013 Taurus Sedan Interceptor: Follow Service Procedure To Remove Black Nylon Material From The Inner Side Of the Ballistic Panel (Do Not Use With Any Other Labor Operations) Both (2) Front Doors	4.1 Hrs.			

DEALER CODING

BASIC PART NO.	CONDITION CODE
78201B69	D4

3.5L GTDI—INTERMITTENT MIL ILLUMINATED WITH ONE OR MORE OF THE FOLLOWING DTCS P0236, P0238, P025E AND/OR P007D—BUILT ON OR BEFORE 2/15/2013

TSB 13-6-12

FORD:
2013 F-150

ISSUE

Some 2013 F-150 vehicles built on or before 2/15/2013 and equipped with a 3.5L Gasoline Turbocharged Direct Injection (GTDI) engine may exhibit an intermittent malfunction indicator light (MIL) illuminated with one or more of the following diagnostic trouble codes (DTCs); P0236, P0238, P025E and/or P007D.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Using Integrated Diagnostic System (IDS), retrieve DTCs.
2. Are one or more of the following DTCs stored in the Powertrain Control Module (PCM); P0236, P0238, P025E and/or P007D?
   a. Yes - proceed to Step 3.
   b. No - this article does not apply. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual for normal diagnosis.
3. Inspect for damage the wiring harness at the Turbocharger Boost Sensor connector C1588 for crack to wiring insulation. (Figure 1)

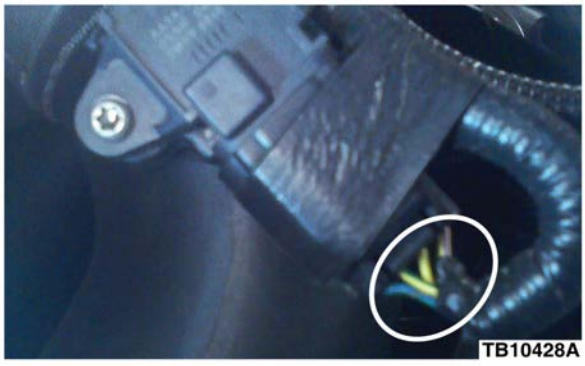

Figure 1 - Article 13-6-12

4. Is the wiring insulation damaged?
   a. Yes - proceed to Step 5.
   b. No - this article does not apply. Refer to PC/ED manual for normal diagnosis.
5. Install connector pigtail. Refer to splicing methods in Wiring Diagram, Section 5-1.
6. Using electrical tape, retain the harness to the connector shell with enlarged loop. (Figure 2)

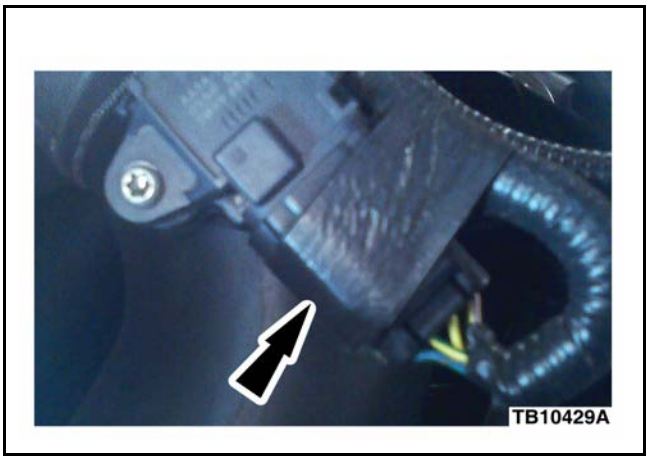

Figure 2 - Article 13-6-12

PART NUMBER	PART NAME
3U2Z-14S411-SPC	Wiring Pigtail

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
130612A	2013 F-150 3.5L GTDI: Check DTCs Inspect Wiring Insulation And Replace The Tubocharger Boost Sensor Connector (Do Not Use With Any Other Labor Operations)	0.4 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
12A581	95

FRONT WINDOW GLASS JUMPS/CHATTERS DURING UP/DOWN TRAVEL

TSB 13-6-13

FORD:
2011-2013 Explorer

The article supersedes TSB **12-3-2** to update the vehicle model years and the Part List.

ISSUE

Some 2011-2013 Explorer vehicles may exhibit the front window glass jumping or chattering during up/down travel.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Replace the front Window Regulator Motor on the affected door(s), refer to Workshop Manual, Section 501-11.

PART NUMBER	PART NAME
EB5Z-7823394-A	Window Regulator Motor - One Touch - Right Hand
EB5Z-7823395-A	Window Regulator Motor - One Touch - Left Hand
EB5Z-7823394-B	Window Regulator Motor - Right Hand
EB5Z-7823395-B	Window Regulator Motor - Left Hand

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130613A	2011-2013 Explorer: Replace One (1) Front Door Window Motor Includes Time To Initialize Window Motor If Necessary (Do Not Use With Any Other Labor Operations)	0.8
130613B	2011-2013 Explorer: Replace Both (2) Front Door Window Motors Includes Time To Initialize Window Motor If Necessary (Do Not Use With Any Other Labor Operations)	1.4

DEALER CODING

BASIC PART NO.	CONDITION CODE
7823394	42

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.

6.7L DIESEL—PTO DISENGAGEMENT WITH VEHICLE BODY MOVEMENT—BUILT ON OR BEFORE 5/14/2013

TSB 13-6-14

FORD:
2013 F-Super Duty

ISSUE

Some 2013 F-Super vehicles equipped with a 6.7L diesel engine and built on or before 5/14/2013 may exhibit power take off (PTO) disengagement and/or loss of stationary elevated idle control (SEIC) during operation. This may occur when the vehicle exhibits any movement, body roll or rocking. For example; opening a door, standing on the bumper, turning the steering wheel or operating an aerial boom. When this occurs, SEIC is disengaged and the engine RPM returns to base idle.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Using an Integrated Diagnostic System (IDS) or equivalent, check for DTCs. Are there any DTC's present?
   a. Yes - this article does not apply. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) Manual for normal diagnostics.
   b. No - proceed to Step 2.
2. Reprogram the powertrain control module (PCM) to the latest calibration using IDS release 84.03 or higher. Calibration files may also be obtained at www.motorcraft.com.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130614A	2013 F-Super Duty 6.7L: Check DTCs And Reprogram The PCM Includes Time To Clear Codes After Repair (Do Not Use With Any Other Labor Operations)	0.6 Hr.

DEALER CODING

	CONDITION CODE
BASIC PART NO.	
RECAL	04

5.0L—MALFUNCTION INDICATOR LAMP (MIL)—DTCS P0300-P0308 AND/OR P0316 NO DRIVABILITY SYMPTOMS—BUILT ON OR BEFORE 5/1/2013

TSB 13-6-15

FORD:
2011-2014 Mustang

ISSUE

Some 2011-2014 Mustang vehicles equipped with a 5.0L engine and built on or before 5/1/2013 may exhibit a MIL illuminated with any combination of diagnostic trouble codes (DTCs) P0300, P0301, P0302, P0303, P0304, P0305, P0306, P0307, P0308 and/or P0316. There will be no other DTCs or drivability symptoms present.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Using Integrated Diagnostic System (IDS), perform self test on the powertrain control module (PCM) to check for both key-on engine off (KOEO) and key-on engine running (KOER) DTCs.

    a. If any DTCs P0300-P0308 and/or P0316 are present in KOER and/or a drivability concern such as cylinder misfire are present, this article does not apply. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) manual for normal diagnostics.

    b. If any DTCs P0300-P0308 and/or P0316 are present in KOEO and no drivability concerns are present, remove the crankshaft position (CKP) sensor and install an o-ring on the CKP sensor. Refer to Workshop Manual, Section 303-14. (Figure 1)

Figure 1 - Article 13-6-15

2. Using IDS, clear DTCs and perform Misfire Monitor Neutral Profile Correction.

PART NUMBER	PART NAME
FOPZ-9229-A	O-ring

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
130615A	2011-2014 Mustang 5.0L: Check DTSs Install O-ring Onto The CKP Sensor Includes Time To Remove And Install CKP Clear DTCs And Perform Misfire Monitor Neutral Profile Correction (Do Not Use With Any Other Labor Operations)	0.6 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
6C315	33

WRENCH LIGHT ILLUMINATED—DIAGNOSTIC TROUBLE CODE (DTC) P166A—MEMORY SEAT RECALL FUNCTION INOPERATIVE DURING PASSIVE ENTRY

TSB 13-6-16

FORD:
2013 Fusion

LINCOLN:
2013 MKZ

ISSUE

Some 2013 Fusion and MKZ vehicles may exhibit an illuminated wrench light with DTC P166A stored in the powertrain control module (PCM), or the memory seat recall function may be inoperative during passive entry.

ACTION

Reprogram the body control module (BCM) to the latest calibration using Integrated Diagnostic System (IDS) release 85.02 and higher. Calibration files may also be obtained at www.motorcraft.com.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130616A	2013 Fusion And MKZ: Check DTCs And Reprogram The BCM Includes Time To Clear Codes After Repair (Do Not Use With Any Other Labor Operations)	0.3 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
15604	42

SYNC—VARIOUS FUNCTIONALITY CONCERNS | TSB 13-6-17

FORD:
2012-2013 Focus, Fusion
2012-2014 Fiesta, Mustang
2013 C-MAX, Taurus
2012-2013 E-Series, Edge, Expedition, Explorer, F-150, F-250
2013 Escape
2013-2014 Flex

LINCOLN:
2012 MKZ
2012-2013 Navigator

ISSUE
Some vehicles equipped with SYNC may exhibit various concerns related to SYNC features. Refer to the Service Procedure for complete details.

ACTION
Follow the Service Procedure steps to improve the condition.

SERVICE PROCEDURE

This procedure excludes vehicles equipped with MyFord Touch or MyLincoln Touch.

Symptoms addressed by this procedure include the following:

- All SYNC features inoperative: lack of or slow response to Auxiliary, Phone, and Voice button operation.
- U3000:04 in the Accessory Protocol Interface Module (APIM).
- Intermittent phone connection issues.
- When multiple phones are paired to SYNC, SYNC intermittently does not connect to the device that is set as the Primary phone.
- Incorrect caller ID displayed for text messages.
- Voice recognition system responds Calling Dot at Work.
- Dials the first phone book entry in phone book to all Call commands.
- Apple device connected via USB intermittently does not reconnect and resume playback after ignition cycle, system goes to Line In instead.
- USB over time responds Indexing, Speech control not available with this device, Index Full, or fails to connect to a USB device previously connected without concerns.

1. Verify if a SYNC update is available. Go to the Professional Technician Society (PTS) website and from the OASIS tab select the SYNC button. Scroll to the bottom of the page, under software update actions, click on the View Latest Software hyper link located next to the standard selection. A software update is identified when there is no check box next to the Customer Interface Processor (CIP)
2. Are software updates available?
   a. No - this article does not apply. Refer to Workshop Manual (WSM), Section 415-00 for normal diagnosis.
   b. Yes - ensure that the Integrated Diagnostic Software (IDS) release is at 85.01 or higher, then close the IDS software and proceeded to Step 3.
3. Reprogram the APIM. To perform the reprogram it will be necessary to follow the online version of the WSM, Section 418-01, for APIM - Standard programming.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130617A	Reprogram The APIM (Do Not Use With Any Other Labor Operations)	0.4 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
14D212	04

IGNITION OFF DRAW (IOD) DUE TO ACCESSORY PROTOCOL INTERFACE MODULE (APIM) OR REMOTE FUNCTION ACTUATOR (RFA) KEEPING NETWORK AWAKE

TSB 13-6-18

FORD:
2011 Edge, Explorer

LINCOLN:
2011 MKX

ISSUE

Some 2011 Edge, MKX and Explorer vehicles equipped with MyTouch and Intelligent Access, may experience an RFA module keeping the controller area network (CAN) awake causing excessive IOD and a dead battery. An incorrect CAN message from the APIM may be causing this condition. APIM vehicle interface processor (VIP) versions 2.2.7 through 2.2.12 are the affected VIP levels.

ACTION

Follow the Service Procedure steps to improve the condition.

SERVICE PROCEDURE

1. Check APIM VIP level by reviewing the vehicle micro controller unit (VMCU) software.
   a. From bezel diagnostics, select APIM, software version, then observe the VMCU. Refer to Workshop Manual (WSM), Section 415-00.
2. Is the VMCU level greater than 2.2.12?
   a. Yes - this article does not apply. Refer to WSM, Section 414-01 for normal diagnosis.
   b. No - check for and perform any open MyTouch service articles before proceeding with this procedure. Proceed to Step 3.
3. Program APIM using the scan tool and Professional Technician Society (PTS) website.
   a. Connect scan tool, open PTS, select Read VIN and DTCs.
   b. From PTS, select the SYNC drop-down from the OASIS tab.
   c. Scroll to the bottom of the SYNC page, select the Custom bubble then select Read SYNC. Tool will gather module data and display available software for installation.
   d. Select the assembly bubble without a check box next to the VIP assembly, select continue at the bottom of the page. No applications should be selected during this programming procedure
   e. Select Program SYNC, follow on screen prompts to complete APIM programming procedure.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130618A	2011 Edge, Explorer And MKX: Reprogram The APIM (Do Not Use With Any Other Labor Operations)	0.4 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
14D212	04

CHASSIS CAB—6.7L—MALFUNCTION INDICATOR LAMP (MIL) AND DIAGNOSTIC TROUBLE CODE (DTC) P207F WITH OR WITHOUT DTC P204F

TSB 13-6-19

FORD:
2012 F-350

This article supersedes TSB **13-5-19** to update the Service Procedure.

ISSUE

Some 2012 F-Super Duty Chassis Cab F-350 vehicles equipped with a 6.7L diesel engine may exhibit an illuminated MIL and DTC P207F with or without DTC P204F. This condition may be most common with vehicles operated in low-speed driving conditions and/or when operated in stationary idle mode for extended periods of time preventing the vehicle from fully completing the exhaust regeneration process.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Using an Integrated Diagnostic System (IDS) or equivalent, check for DTCs. Is DTC P207F present with or without DTC P204F and no other DTCs?
   a. No - this article does not apply. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) Manual for normal diagnostics.
   b. Yes - proceed to Step 2.
2. Reprogram the powertrain control module (PCM) to the latest calibration using IDS release 85.01 and higher. Calibration files may also be obtained at www.motorcraft.com.
3. Is the vehicle in a forced idle mode after reprogramming?
   a. No - repair is complete.
   b. Yes - the vehicle is in forced idle mode after the calibration has successfully updated. Perform the following procedure to return the vehicle to normal operation.
      (1) Start the engine.
      (2) Keep the vehicle in Park.
      (3) Increase the engine RPM to 1,800.
      (4) Using the IDS scan tool and monitor PIDs EGT_11, EGT_12, EGT_13 and EGT_14.
      (5) Once all 4 EGT PIDs display 110° Celsius (230° Fahrenheit) or greater, return the engine RPM to idle.
      (6) Allow the vehicle to idle for 10 minutes.

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.

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.

TSB 13-6-19 (Continued)

OPERATION	DESCRIPTION	TIME
130619A	2012 F-Super Duty F-350 6.7L Chassis Cab: Check DTCs And Reprogram The PCM Includes Time To Clear Codes (Do Not Use With Any Other Labor Operations)	0.6 Hr.
130619B	2012 F-Super Duty F-350 6.7L Chassis Cab: Check DTCs And Reprogram The PCM Includes Time To Remove The Vehicle From Forced Idle Mode And Clear Codes (Do Not Use With Any Other Labor Operations)	0.9 Hr.

DEALER CODING

	CONDITION CODE
BASIC PART NO.	
RECAL	04

CHASSIS CAB—6.7L—MALFUNCTION INDICATOR LAMP (MIL) AND DIAGNOSTIC TROUBLE CODE (DTC) P207F WITH OR WITHOUT DTC P204F

TSB 13-6-20

FORD:
2012 F-450, F-550

This article supersedes TSB **13-5-20** to update the Service Procedure.

ISSUE

Some 2012 F-Super Duty Chassis Cab F-450 and F-550 vehicles equipped with a 6.7L diesel engine may exhibit an illuminated MIL and DTC P207F with or without DTC P204F. This condition may be most common with vehicles operated in low-speed driving conditions and/or when operated in stationary idle mode for extended periods of time preventing the vehicle from fully completing the exhaust regeneration process.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Print the customer information sheet at the bottom of this article and provide it to the customer for awareness. (Figure 1)
2. Using an Integrated Diagnostic System (IDS) or equivalent, check for DTCs. Is DTC P207F present with or without DTC P204F and no other DTCs?
    a. No - this article does not apply. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) Manual for normal diagnostics.
    b. Yes - proceed to Step 3.
3. Reprogram the powertrain control module (PCM) to the latest calibration using IDS release 85.01 and higher. Calibration files may also be obtained at www.motorcraft.com.
4. Is the vehicle in a forced idle mode after reprogramming?
    a. No - repair is complete.
    b. Yes - the vehicle is in forced idle mode after the calibration has successfully updated. Perform the following procedure to return the vehicle to normal operation.
        (1) Start the engine.
        (2) Keep the vehicle in Park.
        (3) Increase the engine RPM to 1,800.
        (4) Using the IDS scan tool and monitor PIDs EGT_11, EGT_12, EGT_13 and EGT_14.
        (5) Once all 4 EGT PIDs display 110° Celsius (230° Fahrenheit) or greater, return the engine RPM to idle.
        (6) Allow the vehicle to idle for 10 minutes.

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.

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
130620A	2012 F-Super Duty 450/550 6.7L Chassis Cab: Check DTCs And Reprogram The PCM Includes Time To Clear Codes (Do Not Use With Any Other Labor Operations)	0.6 Hr.
130620B	2012 F-Super Duty F-450/550 6.7L Chassis Cab: Check DTCs And Reprogram The PCM Includes Time To Remove The Vehicle From Forced Idle Mode And Clear Codes (Do Not Use With Any Other Labor Operations)	0.9 Hr.

DEALER CODING

	CONDITION CODE
BASIC PART NO.	
RECAL	04

2012 Model Year 6.7L Diesel Engine
Customer Information Sheet

Your 2012 Model Year F450-550 Super-Duty Chassis Cab with GVWR >14,000 lbs. received revised Powertrain Engine Control Module calibration software that includes updates for Diesel Particulate Filter (DPF) regeneration (cleaning). The software updates include the following changes to the DPF regeneration process and instrument cluster messaging:

- If the vehicle is in a DPF regeneration process, regeneration will continue for up to 5 minutes after the vehicle is shifted into "Park" or "Neutral" with the vehicle stopped. Previously upon shifting to "Park" the exhaust system would exit the DPF regeneration mode. If your vehicle usage is impacted by this change, shutting the vehicle off in "Park" cancels the DPF regeneration process.

- Your vehicle will also now display a "CLEANING EXHAUST FILTER" message in the instrument panel message center for the entire DPF regeneration cycle. See *Message center* in the *Instrument Cluster* chapter of vehicle *Owner Guide* for more information.

Please review and understand the warnings and notes regarding Diesel Particulate Filter regeneration and system operation in vehicle Owner's Guide and Diesel Supplement.

Please keep this letter in your glove box for future reference

TB-10421-A

Figure 1 - Article 13-6-20

POWER/HANDS-FREE LIFTGATE DIFFICULT TO OPEN OR CLOSE—LIFTGATE/TRUNK MODULE DTCS C2006:19, B1453, U3000—WARNING CHIME AND LIFTGATE AJAR MESSAGE

TSB 13-6-21

FORD:
2013-2014 Escape

ISSUE

Some 2013-2014 Escape vehicles built on or before 6/12/2013 and equipped with a power or hands-free liftgate may exhibit a customer concern with a Liftgate Ajar warning chime, indicator message illuminated and/or a difficult to open or close liftgate. Diagnostic trouble codes (DTCs) C2006:19, B1453, and/or U3000 may be stored in the liftgate/trunk module (LTM).

ACTION

Follow service procedure steps to correct the condition.

SERVICE PROCEDURE

1. Measure body margins - rear panels for liftgate to vehicle body fit. Refer to Workshop Manual (WSM), Section 501-35.
2. Are liftgate measurements within specification?
   a. Yes - proceed to Step 3.
   b. No - perform Liftgate Alignment procedure. Refer to WSM, Section 501-03. Proceed to Step 3.
3. Reprogram the LTM to the latest calibration using Integrated Diagnostic System (IDS) release 85.02 and higher. Calibration files may also be obtained at www.motorcraft.com.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130621A	2013-2014 Escape: Measure Body Margins And Reprogram The LTM (Do Not Use With Any Other Labor Operations)	0.4 Hr.
130621B	2013-2014 Escape: Measure Body Margins Perform Liftgate Alignment Procedure And Reprogram The LTM (Do Not Use With Any Other Labor Operations)	2.6 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
7840010	07

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HYBRID/ENERGI—CHECK ENGINE AND/OR WRENCH LAMP AND VARIOUS DTCS

TSB 13-6-22

FORD:
2013 C-MAX, Fusion

LINCOLN:
2013 MKZ

ISSUE

Some 2013 C-MAX, Fusion, MKZ Hybrid and Energi vehicles may exhibit the check engine lamp and/or wrench lamp illuminating acccompanied by various diagnostic trouble codes (DTCs).

ACTION

Follow the Service Procdure steps to correct the condition.

SERVICE PROCEDURE

1. Do you have any of the following DTCs?
   - P01EB
   - P0400
   - P0600
   - P062C
   - P0CF7
   - P1124
   - P2183
   - P0B0D
   - P0C28
   - P0C29
   - P0C2A
   - P175A
   - U019B

   a. Yes - one or more of the DTCs are present, reprogram the powertrain control module (PCM) to the latest calibration using IDS release 85.01 and higher. Calibration files may also be obtained at www.motorcraft.com.

   b. No - this article does not apply. Refer to Workshop or Powertrain Control/Emissions Diagnosis (PC/ED) Manual for normal diagnostics.

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
130622A	2013 C-MAX, Fusion And MKZ Hybrid/Energi: Reprogram The Appropriate Modules As Required By The Software Update Includes Time To Clear Codes After Repair (Do Not Use With Any Other Labor Operations)	0.5 Hr.

DEALER CODING

	CONDITION CODE
BASIC PART NO.	
RECALEM	04

HYBRID AND ENERGI—COLD WEATHER CHARGING IMPROVEMENTS

TSB 13-6-23

FORD:
2013 C-MAX, Fusion

LINCOLN:
2013 MKZ

The article supersedes TSB **13-5-1** to update the Title, Issue Statement and Service Procedure.

ISSUE

Some 2013 C-Max Hybrid/Energi vehicles built on or before 4/9/2013 and Fusion Hybrid/Energi and MKZ Hybrid vehicles built on or before 6/12/2013 may exhibit a 12-volt battery which is unable to maintain a charge or becomes discharged when the vehicle is operated with maximum electrical loads for short drive cycles and then left unattended for several hours during cold weather temperatures, less than 0 degrees Celcius (32 degrees Fahrenheit).

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Does the concern occur only when the ambient temperature is below 0 °C (32 °F)?
   a. Yes - proceed to Step 2.
   b. No - this article does not apply. Refer to Workshop Manual, Section 414-01 for normal diagnosis.
2. Reprogram the Direct Current/Direct Current (DC/DC) Converter Control Module to the latest calibration using IDS release 84.02 and higher. Calibration files may also be obtained at www.motorcraft.com.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130623A	2013 C-MAX, Fusion Hybrid, Fusion Energi and MKZ Hybrid: Reprogram The Direct Current/Direct Current Converter Module (Do Not Use With Any Other Labor Operation)	0.2 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
14B227	04

6.7L—MIL ON—DTCS P207F, P20EE, P2200, P2201, P2209, P164A, P2A00 AND/OR P0133—BUILT ON OR BEFORE 10/11/2011

TSB 13-6-24

FORD:
2011-2012 F-Super Duty

ISSUE

Some 2011-2012 F-Super Duty vehicles equipped with a 6.7L engine and built on or before 10/11/2011 may exhibit a malfunction indicator lamp (MIL) on with diagnostic trouble codes (DTCs) P207F, P20EE, P2200, P2201, P2209, P164A, P2A00 and/or P0133.

ACTION

Follow the Service Procedure Steps to correct the condition.

SERVICE PROCEDURE

1. Using an Integrated Diagnostic System (IDS) or equivalent, check for DTCs. Are any of the following DTCs present: P207F, P20EE, P2200, P2201, P2209, P164A, P2A00 or P0133?
    a. No - this article does not apply. Refer to Powertrain Control/Emissions Diagnosis (PC/ED) Manual for normal diagnostics.
    b. Yes - proceed to Step 2.
2. Is this vehicle a 2012 F-450 or F-550 chassis cab?
    a. Yes - Proceed to Step 3.
    b. No - Proceed to Step 4.
3. Print the customer information sheet at the bottom of this article and provide it to the customer for awareness. This awareness sheet only applies to 2012 F-450 and F-550 chassis cab vehicles. (Figure 1) Proceed to Step 4.
4. Replace Nitrogen Oxides (NOx) Sensor with updated service component. Refer to Workshop Manual, Section 303-14B.
5. Reprogram the powertrain control module (PCM) to the latest calibration using IDS release 85.01 or higher. Calibration files may also be obtained at www.motorcraft.com.
6. Reset/clear the NOx sensor adaptive learn tables. Resetting/clearing of the adaptive learn tables can be accomplished with IDS by selecting the following: Powertrain Service Functions Reset/Clear Specified Function Nitrogen Oxide selection.
    a. The adaptive learn tables for the NOx sensor are not reset during PCM reprogramming and will need to be reset/cleared to prevent the code/codes from being set falsely.
7. Is the vehicle in a forced idle mode after reprogramming?
    a. No - repair is complete.
    b. Yes - the vehicle is in forced idle mode after the calibration has successfully updated. Perform the following procedure to return the vehicle to normal operation.
        (1) Start the engine.
        (2) Keep the vehicle in Park.
        (3) Increase the engine RPM to 1,800.
        (4) Using the IDS scan tool and monitor PIDs EGT_11, EGT_12, EGT_13 and EGT_14.
        (5) Once all 4 EGT PIDs display 110° Celsius (230° Fahrenheit) or greater, return the engine RPM to idle.
        (6) Allow the vehicle to idle for 10 minutes.

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.

PART NUMBER	PART NAME
BC3Z-9D378-G	Sensor - NOx Trap

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
130624A	2011-2012 F-Super Duty 6.7L: Check DTCs Replace The NOx sensor And Reprogram The PCM. Includes Time To Clear Codes (Do Not Use With Any Other Labor Operations)	1.0 Hr.
130624B	2011-2012 F-Super Duty 6.7L: Check DTCs Replace The NOx Sensor And Reprogram The PCM. Includes Time To Remove The Vehicle From Forced Idle Mode And Clear Codes (Do Not Use With Any Other Labor Operations)	1.4 Hrs.

DEALER CODING

BASIC PART NO.	CONDITION CODE
9D378	42

2012 Model Year 6.7L Diesel Engine
Customer Information Sheet

Your 2012 Model Year F450-550 Super-Duty Chassis Cab with GVWR >14,000 lbs. received revised Powertrain Engine Control Module calibration software that includes updates for Diesel Particulate Filter (DPF) regeneration (cleaning). The software updates include the following changes to the DPF regeneration process and instrument cluster messaging:

- If the vehicle is in a DPF regeneration process, regeneration will continue for up to 5 minutes after the vehicle is shifted into "Park" or "Neutral" with the vehicle stopped. Previously upon shifting to "Park" the exhaust system would exit the DPF regeneration mode. If your vehicle usage is impacted by this change, shutting the vehicle off in "Park" cancels the DPF regeneration process.

- Your vehicle will also now display a "CLEANING EXHAUST FILTER" message in the instrument panel message center for the entire DPF regeneration cycle. See *Message center* in the *Instrument Cluster* chapter of vehicle *Owner Guide* for more information.

Please review and understand the warnings and notes regarding Diesel Particulate Filter regeneration and system operation in vehicle Owner's Guide and Diesel Supplement.

Please keep this letter in your glove box for future reference

TB-10421-A

Figure 1 - Article 13-6-24

ENERGI—HIGH VOLTAGE BATTERY CHARGING MESSAGE—IS VEHICLE PLUGGED-IN?—DTC U019B AND/OR P0CF7—BUILT ON OR BEFORE 4/15/2013

TSB 13-6-25

FORD:
2013 C-MAX, Fusion

ISSUE

Some 2013 C-MAX Energi and Fusion Energi vehicles built on or before 4/15/2013 may exhibit diagnostic trouble codes (DTC) with - Is vehicle plug-in? Y/N - message related to charging of the high voltage battery.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. If vehicle exhibits one or more of the following concerns, proceed to Step 2.
   a. DTC U019B is present in the battery energy control module (BECM) or secondary on board diagnostic module (SOBDM).
   b. DTC P0CF7 is present in the SOBDM, which also may prevent the vehicle from charging.
2. Reprogram SOBDM to the latest calibration using IDS release 84.03 and higher.Calibration files may also be obtained at www.motorcraft.com.
   a. Select program powertrain control module (PCM) at the program module screen in the Integrated Diagnostic System (IDS). When selecting PCM, a coordinated software update of all necessary modules on the communication network will be performed, including the SOBDM.

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited 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
130625A	2013 C-MAX And Fusion Hybrid/Energi: Reprogram The Appropriate Modules As Required By The Software Update Includes Time To Clear Codes After Repair (Do Not Use With Any Other Labor Operations)	0.5 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
10B689	04

6.2L ENGINE—RED BRAKE WARNING INDICATOR—DTC C101A:62—BUILT ON OR BEFORE 2/21/2013

TSB 13-6-26

FORD:
2013 F-250, F-350

ISSUE

Some 2013 F-Super Duty 250/350 vehicles equipped with 6.2L engine and built on or before 2/21/2013 may exhibit illuminated red brake warning indicator with diagnostic trouble code (DTC) C101A:62 - vacuum pressure sensor signal error in the anti-lock brake (ABS) module.

ACTION

Reprogram the ABS module to the latest calibration using IDS release 85.03 and higher. Calibration files may also be obtained at www.motorcraft.com.

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
130626A	2013 F-Super Duty 6.2L: Check DTCs And Reprogram The ABS Module (Do Not Use With Any Other Labor Operations)	0.2 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
2C219	04

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.

INSTRUMENT PANEL CLUSTER (IPC) INOPERATIVE AT START-UP—BUILT ON OR BEFORE 2/6/2013

TSB 13-6-27

FORD:
2012-2013 Focus

ISSUE
Some 2012-2013 Focus vehicles built on or before 2/6/2013 may exhibit an inoperative IPC on vehicle start-up.

ACTION
Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Connect the vehicle to a battery charger.
2. Connect Integrated Diagnostic System (IDS) and ensure the USB connection is secure.
   a. Any interruption during the reprogramming event will result in being forced to repeat the procedure.
3. Is the vehicle currently exhibiting an inoperative IPC?
   a. Yes - restore IPC to normal operation by removing fuse number 69 from the body control module for one (1) minute and then reinstall fuse. Refer to Wiring Diagram, Section 11-1, page 3.
   b. No - proceed to Step 4.
4. Reprogram the IPC to the latest calibration using IDS release 85.02 and higher. Calibration files may also be obtained at www.motorcraft.com.

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
130627A	2012-2013 Focus: Restore IPC Operation If Necessary And Reprogram The IPC (Do Not Use With Any Other Labor Operations)	0.4 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
10849	42

1.6L GTDI/2.0L GTDI/2.0L GDI—DTCS P025A/U0109/P0103/P1A0C—BUILT ON OR BEFORE 4/1/2013

TSB 13-6-28

FORD:
2013 C-MAX, Focus, Escape

This article supersedes TSB **13-2-5** to add a production fix date.

ISSUE

Some 2013 Escape 1.6L Gasoline Turbocharged Direct Injection (GTDI)/2.0L GTDI, 2013 Focus 2.0L Gasoline Direct Injection (GDI) and C-MAX vehicles equipped with Intelligent Access Remote Start feature and built on or before 4/1/2013 exhibit diagnostic trouble codes (DTCs) P025A/U0109 (Escape), P025A/U0109/P0103 (Focus) and P025A/P0103/P1A0C (C-MAX) stored in the Powertrain Control Module memory. When using the Remote Start feature, customers may experience a Crank No-Start or Stall shortly after vehicle is driven. All DTC s (P025A/U0109 for Escape, P025A/U0109/P0103 for Focus and P025A/P0103/P1A0C for C-MAX) must be present for this TSB to apply.

ACTION

Reprogram the body control module (BCM) to the latest calibration using IDS release 83.02 or higher. Calibration files may also be obtained at www.motorcraft.com.

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
130628A	2013 Escape 1.6L/2.0L/2013 Focus 2.0L GDI And C-MAX: Check DTCs And Reprogram The BCM Includes Time To Clear Codes (Do Not Use With Any Other Labor Operations)	0.2 Hr.

DEALER CODING

BASIC PART NO.	CONDITION CODE
14A068	04