

SB-10056431-4094

FORD:

2013-2014 F-Super Duty

This article supersedes TSB 14-0119 to update the Title, Issue Statement, model years and Service Procedure.

ISSUE

Some 2013-2014 F-Super Duty vehicles equipped with a 6.7L diesel engine may exhibit an instrument cluster anti-tampering warning message that includes the words Exhaust Fluid System Fault. Additional information and a list of the possible messages is included in the Service Procedure section.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

These messages will be displayed if the vehicle's ignition is keyed on with any of the selective catalyst reduction (SCR) system components or ground G400 disconnected. The messages are triggered when the powertrain control module (PCM) has detected an open circuit condition in any after treatment system component such as the diesel exhaust fluid (DEF) pump, oxides of nitrogen (NOx) sensors or exhaust gas temperature (EGT) sensors. If the engine is started or the vehicle is driven with a fault present, the anti-tamper messages and derate strategy will progress until the vehicle is in idle-only mode. Once the message center displays ENGINE IDLED - SEE OWNER'S MANUAL EXHAUST FLUID SYSTEM FAULT, the SCR system must go through a warm up cycle with no faults present in order to verify the system is operating properly and remove the vehicle from the anti-tamper strategy.

These messages are not caused by a low DEF level and filling the tank or replacing the system components will not correct the fault.

The following are anti-tampering warning messages that may be displayed in the message center and are all related to the anti-tamper strategy:

- SPEED LIMITED TO 50 MPH IN XXX MI - EXHAUST FLUID SYSTEM FAULT
 - 50 MPH MAX UPON RESTART - EXHAUST FLUID SYSTEM FAULT
 - SPEED LIMITED TO 50 MPH - EXHAUST FLUID SYSTEM FAULT
 - ENGINE IDLED SOON - EXHAUST FLUID SYSTEM FAULT SEE MANUAL
 - ENGINE IDLED - EXHAUST FLUID SYSTEM FAULT SEE MANUAL
1. Does the instrument cluster message include the phrase EXHAUST FLUID SYSTEM FAULT?
 - a. Yes - proceed to Step 2.
 - b. No - this article does not apply. Refer to the powertrain Control/Emissions Diagnosis (PC/ED) manual for normal diagnostics.
 2. Reprogram the PCM/transmission control module (TCM) to the latest calibration using IDS release 91.04 or higher. Calibration files may also be obtained at www.motorcraftservice.com.
 3. **NOTE:**
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.

NOTE: The information contained 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, Lincoln, or Mercury 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 supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.

Start the engine. Using the IDS select Toolbox, Datalogger, then Engine. Select the following PIDS: RPMDSD#, EGT12 (Temp) and REDUCT_TNK_P.

- a. Using the active command function, increase the RPMDSD# PID until it is between 1500-2000 RPM. Leaving the RPM elevated, monitor the EGT12 (TEMP) PID until it reaches 90 °C (194 °F). Then decrease the RPM and allow the engine to idle.
- b. While the engine is at idle, monitor the REDUCT_TNK_P PID for a rise in pressure to approximately 496 kPa (72 psi). Within 90 seconds, the REDUCT_INJ_DC# should begin a square wave injection pattern and should last about 30 seconds. Leave the engine RPM at idle for the duration of the injection.
- c. When the injection completes, use the IDS datalogger to increase the RPMDSD# PID until it is between 2000-2500 RPM. Leaving the RPM elevated, monitor the EGT12 (TEMP) PID until it reaches 180 °C (356 °F) and the message center is cleared.

OPERATION	DESCRIPTION	TIME
140142A	2013-2014 F-Super Duty 6.7L: Reprogram The PCM Includes Time To Clear Codes And Follow Service Procedure To Clear The Message Center (Do Not Use With Any Other Labor Operations)	1.0 Hr.

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.

DEALER CODING

BASIC PART NO.	CONDITION CODE
RECALEM	04