
SB-10056778-9622

ONLINE AUTOMOTIVE SERVICE INFORMATION SYSTEM FOR AUGUST 2014

44687 2015 MKC 2.3L - Hoot Noise During Torque Converter Lock Up

Some 2015 MKC vehicles equipped with 2.3L engine may experience a "hoot" noise during torque converter lock up at approximately 30 | 35 mph. This noise is not a functional or durability concern. Engineering is currently investigating the issue. No part replacements are recommended at this time. Monitor Oasys for updates.

ONLINE AUTOMOTIVE SERVICE INFORMATION SYSTEM FOR AUGUST 2014

44686 2012-2013 Focus - Various Drivability, Transmission Shift/Engagement Concerns and/or DTCs | Service Tip

Some 2012-2013 Focus vehicles may exhibit engine start concerns no crank, no start, hard start, intermittent start, noise during start and/or various automatic transmission concerns in Drive or Reverse when shifting from Park including no engagement, delayed or intermittent engagement. With or without a powertrain diagnostic trouble codes (DTC) P06B8, P0805, P0809, P0850, P087A, P087E, P0884, P283A, P2831, P2832, P2835, P2836, P2837 May also set DTC P0700 without any accompanying fault codes. Prior to following normal diagnostics, first check G-104 for good body to ground contact. If ground eyelet can be rotated by hand, torque fastener to 12 Nm and verify eyelet cannot be rotated. If no issues are found, follow normal diagnostics.

ONLINE AUTOMOTIVE SERVICE INFORMATION SYSTEM FOR AUGUST 2014

44678 2011-2014 Flex - moonroof water management system

Some 2011-2014 Flex vehicles may have concerns of water intrusion from the moveable moonroof. The moonroof system is designed to handle water from a normal rain event by allowing it to collect in one of the side trough rails and exit through either end of each rail. The trough rails may overflow in the event that the drain system is over capacitized by exposure to a high-pressure washer, some automatic car wash equipment, debris accumulation in the trough rails, severe weather or being parked on an angle. Repairs should not be attempted to alter these operating characteristics. For water intrusion into the cabin that are not related to the issues above, refer to Workshop Manual Section 501-17 for normal diagnostics.

ONLINE AUTOMOTIVE SERVICE INFORMATION SYSTEM FOR AUGUST 2014

44680

Some 2011-2015 F-250/F-350 Super Duty Vehicles - Power Steering Leak On Top Of Steering Gear - Updated On-Line Work Shop Manual Section 211-00 - Service Tip

Some 2011-2015 F-250/F-350 Super Duty vehicles may exhibit an small power steering leak or show fluid residue at the steering gear assembly. Before attempting to diagnose any leaks, clean off all fluid residue from the power steering system. Refer to PTS on-line updated Work Shop Manual (WSM) section 211-00 For diagnostic and repairs. Note: If a leak is identified at the top of the steering gear meshload nut, steering gear replacement is no longer required. Meshload nut part # BC3Z-4320-A (Engineering # BC34-19G405-AE) was released for service to correct this condition. Refer to WSM, Section 211-00 General Procedures Steering Gear Mesh load Adjustment and use service labor times standards (SLTS) operations Steering gear adjust found in section 3. Refer to DOES II or Ford Catalog for the latest service part availability.

ONLINE AUTOMOTIVE SERVICE INFORMATION SYSTEM FOR AUGUST 2014

44685 2013-2014 Fusion - B00D5 And B1202 After Restraint Control Module (RCM) Replacement

Some 2013-2014 Fusion vehicles may exhibit Diagnostic Trouble Codes B00D5:A4 and B1202:A4 after Restraint Control Module (RCM) replacement. This is likely due to the incorrect level of RCM being installed in the vehicle caused by an incorrect part supersession in the parts catalog. If the vehicle is a 2013 or 2014 Fusion, it will require a DS7Z-14B321-B (DS7T-14B321-BB) RCM. Do not use the ES7Z-14B321-A (ES7T-14B321-AA) for 2013-2014 Fusions. The parts catalog is in the process of being updated. Contact PACO for the latest part availability information.

ONLINE AUTOMOTIVE SERVICE INFORMATION SYSTEM FOR AUGUST 2014

44688

2015 MKC - 2.3L - 6F35 Built On Or Before 08/08/2014 Harsh Shift Or Bump Felt After The Shift

Some 2015 MKC vehicles built on or before 8/8/2014 and equipped with 2.3L may exhibit a harsh shift or bump felt after the shift caused by the torque converter. Make sure the Adaptive Learning Drive Cycle (Workshop Manual Section 307-01) has been performed before evaluating the vehicle. If the concern is still present, follow this procedure: Vehicle must be at operating temp. Select the "S" shift button and use the manual shift paddles to select 3rd gear. Drive 15 mph, slightly depress accelerator pedal (Light Acceleration to 1500 rpm). At about 22 mph converter will start applying TCC (Torque Converter Clutch), at end of converter clutch apply is where the bump may occur. Repeat this drive procedure 5 times. If a bump is felt replace the torque converter and use available service labor times.

**ONLINE AUTOMOTIVE SERVICE INFORMATION SYSTEM
FOR AUGUST 2014**

44681 2011-2015 F-Super Duty - 6.7L Diesel - Runs Rough or Cranks no Start With MIL On
And Diagnostic Trouble Codes (DTC) P0087, P0088, P0089, P0093, P228F, P2291

Some 2011-2015 F-Super Duty 6.7L diesel equipped vehicles may exhibit an illuminated MIL and DTC P0087, P0088, P0089, P0093, P228F or P2291 associated with a rough idle or crank no start condition. If this condition is present, inspect fuse 33 in the Battery Junction Box (BJB) for an open condition. Use a Digital Volt/Ohm Meter (DVOM) to check the voltage on each pin of the fuse. If there is a voltage difference of more than .5V the fuse is open. Replace the fuse and re-evaluate the concern. If the fuse is not open or any DTC's other than the above are present, follow normal PC/ED diagnostics.

ONLINE AUTOMOTIVE SERVICE INFORMATION SYSTEM FOR AUGUST 2014

44671

2013-2015 Police Utility Tire Pressure Monitoring System (TPMS) Lamp On

Some 2013-2015 Police Utility units may exhibit a Tire Pressure Monitor System (TPMS) lamp on and/or one or more tire sensors that won't program. This may be due to electrical interference caused by the add-on police radios and equipment. The TPMS module is located at the base of the center stack on units with the steel console mounting plate, and under the center console on units with the interior upgrade package. Please refer to Police Interceptor Modifier Bulletin P018 which can be found under the Police Modifiers Guide selection on the Ford Fleet web site for information regarding relocating and shielding the module to reduce signal interference. Changes to the vehicle to reduce interference caused by add-on equipment are not warrantable.