

Technical Service Bulletin Number	Revision Level	Date	Group Number
TSB140117	SB-10056718-9944		



Technical Service Bulletin

Subject

Fault Codes 555 and 556 Caused by Dust/Debris Ingestion on Ford F-650/F-750 Chassis

Issue

The ISB6.7 CM2250 and CM2350 B101 engines in 2012 and 2013 model year Ford F-650/F-750 chassis have experienced Fault Codes 555 and 556 for high crankcase pressure, which are found to be caused by worn or broken piston rings. The piston rings have worn or broken due to dust/debris entering at the connection point between the turbocharger compressor inlet and the clean air intake hose. It was found that the clamp at this connection point was **not** properly tightened. With time and vibration, the clamp would eventually loosen to free torque (6-8 in-lb for this clamp design) and the seal at the turbocharger compressor inlet would be compromised.

The assembly process was corrected at the Blue Diamond Truck Assembly Plant on June 16, 2014.

Verification

Inspect the air intake hose clamp at the turbocharger compressor inlet for the bolt **not** being at proper torque. If the clamp is **not** at proper torque, there will be a visible gap between the clamp tightening bolt and the spring case of the clamp. Reference Figure 1 to see a clamp **not** at proper torque. Reference Figure 2 to see a clamp at proper torque.

If the clamp has already been removed, reference Figures 3 and 4 that show dust/debris build-up where the clamp seals at the turbocharger compressor inlet. With a clamp at proper torque, the area under the clamp would be clean.



Figure 1: The gap indicating a clamp not at proper torque.



Figure 2: No gap present when clamp is at proper torque.



Figure 3: Buildup of dirt/debris at the 6 o'clock position on the turbocharger compressor inlet.



Figure 4: Dust/debris entering the connection point at the turbocharger compressor inlet (the bottom of the hose is the 6 o'clock position).

Resolution

Reference QuickServe® Online to determine proper repair instructions.

This is an original equipment manufacturer (OEM) malfunction that should be reviewed with the appropriate Ford® Dealer channels.

Warranty Statement

The information in this document has no effect on present warranty coverage or repair practices, nor does it authorize TRP or Campaign actions. Information Only - OEM Related Matter Not Covered By Cummins® - Contact Appropriate OEM Dealer or OEM Representative For Additional Information

Document History

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