TECHNICAL SERVICE BULLETIN
3.5L PowerBoost - Illuminated MIL With DTC P144B Stored In The PCM - Built On Or Before 08-Aug-2024

24-2260
26 August 2024

Model:

Ford 2024 F-150	Built on or before 08-Aug-2024 Engine: 3.5L PowerBoost

Markets: North American markets only

Issue: Some 2024 F-150 vehicles built on or before 08-Aug-2024 and equipped with a 3.5L PowerBoost engine may exhibit an illuminated MIL with DTC P144B stored in the PCM. This may be due to the software level of the PCM. To correct this condition, follow the Service Procedure to reprogram the PCM to the latest software level via the FDRS.

Action: Follow the Service Procedure to correct the condition on vehicles that meet all of the following criteria:

- 2024 F-150
- Vehicle built on or before 08-Aug-2024
- Equipped with a 3.5L PowerBoost engine
- Illuminated MIL with DTC P144B stored in the PCM

Warranty Status: Eligible under provisions of New Vehicle Limited Warranty (NVLW)/Emissions Warranty/Service Part Warranty (SPW)/Service Part New Vehicle (SPNV)/Extended Service Plan (ESP) coverage. Limits/policies/prior approvals are not altered by a TSB. NVLW/Emissions Warranty/SPW/SPNV/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

Labor Times

Description	Operation No.	Time
2024 F-150 3.5L PowerBoost: Reprogram The PCM Using The Latest Level Software Level And Complete All Coordinated Module Software Updates As Needed. Includes Monitoring PIDs. (Do Not Use With Any Other Labor Operations)	MT242260	Actual Time

Repair/Claim Coding

Causal Part:	RECALEM
Condition Code:	04

Service Procedure

1. Reprogram the PCM using the latest software level of the FDRS scan tool. Follow all on-screen instructions carefully to complete all coordinated module software updates.

NOTE: Advise the customer 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 relearning process. This relearning process may result in firmer than normal upshifts and downshifts for several days.

2. Clear DTCs.

3. Monitor the PID "FLI" and make sure the fuel tank is filled to 15%-85% capacity and the ambient temperature is between 40°F (4°C) and 95°F (35°C) prior to proceeding to Step 4.

4. Turn the ignition to KOER and monitor the PID "EVAPCMPL". Continue monitoring the PID "EVAPCMPL" until it reads “YES”. Discontinue the test after 10 minutes or if a DTC related to the EVAP system triggers.

5. Are any DTCs related to the EVAP system present in the PCM?

(1). Yes - refer to the WSM, Section 303-13C Evaporative Emissions - 3.5L V6 PowerBoost (CN) for additional diagnostics outside of this article.

(2). No - repair is complete.
