



TECHNICAL SERVICE BULLETIN

Illuminated MIL With DTC P144B Stored In The PCM

25-2111

20 March
2025

This bulletin supersedes 24-2260. Reason for update: Change labor operation from M-time to fixed time

Model:

Ford 2024 F-150	Engine: 3.5L PowerBoost Built On Or Before 08-Aug-2024
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Markets: North American markets only

Issue: Some of the vehicles listed in the Model statement above may exhibit an illuminated MIL with DTC P144B stored in the PCM. This may be due to the software in the PCM.

Action: For vehicles that meet all of the criteria in the Issue and Model statements, follow the Service Procedure to reprogram 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: Retrieve DTCs, Reprogram The PCM And Monitor PIDs Following The Service Procedure (Do Not Use With Any Other Labor Operations)	252111A	0.5 Hrs.

Repair/Claim Coding

Causal Part:	RECALEM
Condition Code:	04

Service Procedure

1. Reprogram the PCM using the latest level 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 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. Cycle the key to the run position and monitor PID "EVAPCMPL". Continue monitoring 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 for additional diagnostics outside of this article.

(2). No - repair is complete.

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