



## TECHNICAL SERVICE BULLETIN

### Intermittent Moan Noise And Vibration When Traveling At 50-70 MPH (80-112 Km/H) While The Throttle Pedal Is Slightly Depressed

**25-2174**

25 April 2025

**Model:**

<b>Ford</b> 2024-2025 F-150	Built On Or Before 25-Mar-2025 Engine: 3.5L PowerBoost
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**Markets:** North American markets only

**Issue:** Some of the vehicles listed in the model statement with approximately 1,000 miles (1600 km) or less on the odometer, may exhibit an intermittent momentary moan noise with an associated vibration when traveling an uphill grade at 50-70 mph (80-112 km/h), while the throttle pedal is slightly depressed (throttle tip-in) without shifting. The vibration may be felt through the accelerator pedal, through the driver's side floor of the vehicle and the steering wheel that lasts for 1-2 seconds. This may be due to momentary excessive slip of the torque converter lock up clutch within the front hybrid drive unit.

**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
2024-2025 F-150 3.5L PowerBoost: Reprogram The PCM Module And Any Other Modules Required By The Coordinated Software Update. Includes time to check/clear codes (Do Not Use With Any Other Labor Operations)	252174A	0.5 Hrs.

**Repair/Claim Coding**

Causal Part:	7P209
Condition Code:	04

**Service Procedure**

1. Connect a battery charger such as Rotunda GRX-3590 or DCA-8000 to the 12-volt battery.

**NOTE:** To prevent the battery saver mode from activating on the vehicle, make sure the negative cable of the charger is installed on a chassis or engine ground, and not the 12-volt battery negative terminal. Do not have the vehicle plugged into high voltage battery charger during programming. This can cause incorrect module programming. Make sure only the 12-volt battery charger is installed.

2. Reprogram the PCM using the latest software level of the FDRS diagnostic 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.**

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NOTE: The information 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 or Lincoln 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.