



TECHNICAL SERVICE BULLETIN

25-2383

Vibration/Shudder During Light Throttle Tip In At Highway Speeds (8,9,10 Gear) With No DTCs Present

19 August
2025

This bulletin supersedes 22-2224. Reason for update: update labor times from M-time to AP-time and add a limit.

Model:

Ford 2021-2022 F-150	Engine: 2.7L/3.5L EcoBoost Engine: 3.5L PowerBoost Built On Or Before 12-May-2022
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Markets: North American markets only

Issue: Some of the vehicles listed in the Model Statement may exhibit a vibration/shudder felt during light throttle tip in at highway speeds (8,9,10 gear) with no DTCs present. This may be due to various software parameters in the PCM.

Action: For vehicles that meet the criteria in the Model and Issue statements above, follow the Service Procedure to reprogram the PCM.

Warranty Status: Eligible under provisions of New Vehicle Limited Warranty (NVLW)/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/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
2021-2022 F-150 2.7L/3.5L EcoBoost: Reprogram The PCM Following The Service Procedure	252383A	0.3 Hrs.
2021-2022 F-150 3.5L PowerBoost: Reprogram The PCM And Any Other Modules Required By The Software Update And Service Procedure	AP252383B	Actual Time Up To 0.5 Hrs.

Repair/Claim Coding

Causal Part:	RECAL
Condition Code:	04

Service Procedure

NOTE: Some vibration felt during acceleration or throttle tip-in is characteristic to the vehicle. If a 0.5 order engine vibration is detected at/or below 0.02g when measured at the driver seat track, this is considered a normal characteristic of the vehicle and no repairs should be performed.

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. Is the vehicle equipped with a 3.5L PowerBoost engine?

(1). Yes - proceed to Step 3.

(2). No - download and run the "PCM - Powertrain Control Module (PCM) Software Update" application using the latest software level of the FDRS scan tool. Repair is complete.

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.

3. Download and run the "PCM - Powertrain Control Module (PCM) Software Update" application using the latest software level of the FDRS scan tool. Follow all on screen instructions carefully to complete all coordinated module software updates including:

- SOBDMC
- ABS
- BECM

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