



TECHNICAL SERVICE BULLETIN

Inoperative BlueCruise And Lane Centering With DTCs U2018:51 Stored In The CMR And U0565:86 Stored In The IPMA

25-2512

23 October
2025

This bulletin supersedes 25-2104. Reason for update: update the labor times associated with the Service Procedure.

Model:

| | |
|-------------------------------------|---------------|
| Ford 2022-2024 Expedition | |
| 2021 F-150 | Non-Lightning |
| 2022-2024 F-150 | |
| 2021-2024 Mustang Mach-E | |
| Lincoln 2023-2024 Corsair | |
| 2022-2024 Navigator | |

Markets: North American markets only

Issue: Some of the vehicles listed in the Model statement above may exhibit all of the following conditions:

- Inoperative BlueCruise and lane centering
- DTC U2018:51 stored in the CMR
- DTC U0565:86 stored in the IPMA
- DTC U3000:49 is not stored in the CMR

This may be due to the software in the CMR.

Action: For vehicles that meet all of the criteria in the Issue and Model statements, follow the Service Procedure to reprogram the CMR module using the latest software level of the FDRS.

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 |
|--|---------------|----------|
| 2021-2024 F-150: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations) | 252512A | 0.5 Hrs. |
| 2022-2024 F-150 Lightning: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations) | 252512A | 0.5 Hrs |
| 2022-2024 Expedition/Navigator: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations) | 252512B | 0.3 Hrs |
| 2023-2024 Corsair: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations) | 252512B | 0.3 Hrs |
| 2021-2024 Mustang Mach-E: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations) | 252512C | 0.4 Hrs |

Repair/Claim Coding

| | |
|--------------|-------|
| Causal Part: | 3G590 |
|--------------|-------|

Service Procedure

1. Is the DTC U3000:49 also present in the CMR?

- (1). Yes - this article does not apply. Refer to WSM, Section 419-04B for normal diagnosis.
- (2). No - proceed to Step 2.

2. Connect a battery charger 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 ground and not the 12-volt battery negative terminal. Do not have the vehicle plugged into the high voltage battery charger during programming. This can cause incorrect module programming. Make sure only the 12-volt battery charger is installed.

3. Reprogram the CMR using the latest software level of the FDRS scan tool.

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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.