

[Print Page Click Here](#)**OASIS RESULT:
1FTRW07352KD36384**USA
EN04/09/2010
17:52:38
FCXWS447

© Copyright 2002-2010 Ford Motor Company. All rights reserved.

VEHICLE INFORMATION**VEHICLE DESCRIPTION**

2002 F-SERIES LD

TRANSMISSION

4R100 HD 4-SP O/D

PAINT COLOR

DARK SHADOW GREY CC

AXLE RATIO

3.73 FINAL DRIVE RATIO

BODY STYLE

F-150 CREW FLARE SIDE 4X2

AXLE CODE

B6

RADIO

ELETR PREM AM/FM STRO/CSTE/CLK

WHEEL SIZE

20 X 9 5-SPOKE CHROME ALUM WHL

ENGINE

5.4L SOHC EFI S/C

ENGINE CALIBRATION

2F514W0A

GROSS VEHICLE WEIGHT

6700 LB. GVW

FRONT TIRE

P275/45R-20" V BSW A/SEASON

NO WARNING MESSAGES FOUND FOR THIS VIN**ARN MESSAGES****GENERAL WARRANTY INFORMATION****WARRANTY START DATE**

06/30/2002

BUILD DATE

05/07/2002

SALE MILEAGE**OUTSTANDING FIELD SERVICE ACTIONS**

NO CAMPAIGN MESSAGE(S) FOUND

EXTENDED COVERAGES

NO ESP INFORMATION AVAILABLE

WARRANTY REPAIR HISTORY

NO RECENT REPAIR HISTORY ON VEHICLE

[Click Here for Full Warranty History](#)**SYMPTOM CODE INFORMATION****600000 - DRIVABILITY (GENERAL)****SPECIAL SERVICE MESSAGES****21126 MULTIPLE VEHICLE LINE MAF SENSOR SERVICE TIP.**

SOME 1997-2010MY GAS ENGINE EQUIPPED VEHICLES MAY EXHIBIT DIAGNOSTIC TROUBLE CODES P0171-P0175 WITH LACKS POWER, HESITATION, RUNS ROUGH OR SURGE DRIVABILITY CONCERNS DUE TO CONTAMINATED MASS AIRFLOW SENSORS(MAF). IF NORMAL PCED DIAGNOSTICS LEAD TO THE MAF SENSOR, CAREFULLY INSPECT SENSOR HOTWIRE FOR CONTAMINATION. IF HOTWIRE IS CONTAMINATED WITH OIL, DIRT OR DEBRIS CLEAN THE SENSOR WITH CRC MASS AIR FLOW SENSOR CLEANER #05110. DO NOT USE SHOP AIR OR HARSH CHEMICALS SUCH AS BRAKE PARTS CLEANER OR CARBURETOR CLEANER ON MAF SENSORS. THIS CAN CAUSE SERIOUS DAMAGE TO SENSITIVE ELECTRONIC PARTS. CRC MAF SENSOR CLEANER WILL SAFELY AND EASILY CLEAN THE MAF HOTWIRE AND ELECTRICAL COMPONENTS WITHOUT DAMAGE TO THE WIRES OR PLASTIC HOUSING. MONITOR LONGFT1 AND LONGFT2(DUAL BANK ENGINES) PIDS AFTER MAF SENSOR CLEANING TO CONFIRM REPAIR.

EFFECTIVE DATE: 12/03/2009**20680 GAS ENGINE COIL ON PLUG(COP) DIAGNOSTIC TESTING**

WHEN DIAGNOSING COIL ON PLUG (COP) IGNITION PRIMARY CIRCUIT MALFUNCTION DTC'S P035X-P0360 ALWAYS VERIFY HARNESS INTEGRITY USING PCED PINPOINT TEST JF. IN RARE INSTANCES COIL DTCS CAN BE A RESULT OF PCM DRIVER FAILURES. TO CONFIRM PCM DRIVER FUNCTION USE IDS TOOLBOX OSCILLOSCOPE "ESCAPE PCM DRIVER" TEST TO VERIFY PCM FUNCTION. WITH NO VEHICLE SESSION ACTIVE SELECT TOOLBOX THEN OSCILLOSCOPE FUNCTION. SELECT THE ESCAPE PCM DRIVER TEST. FOLLOW HOOKUP SCREENS FOR CONNECTING THE CURRENT CLAMP AROUND THE HARNESS AT THE ENGINE POCKET CONNECTOR OF THE PCM. MISSING COIL DRIVER PULSES FOR NON-STANDARD COP COILS CAN BE IDENTIFIED USING IDS POWER BALANCE. IF MISSING PULSES ARE OBSERVED FOLLOW PCED DIAGNOSTICS TO RESOLVE. IF ALL COIL PULSES ARE PRESENT DON'T REPLACE THE PCM. TEST DISPLAY SCREENS ARE AVAILABLE IN THE ESCAPE DRIVER TEST HELP LIBRARY

EFFECTIVE DATE: 02/25/2009**20677 GAS ENGINE MULTIPLE COIL PRIMARY CIRCUIT DIAGNOSTICS**

DIAGNOSTIC TROUBLE CODES(DTC) P0350/P035X-P0360 CAN ONLY BE SET BY A PRIMARY CIRCUIT MALFUNCTION. A SECONDARY IGNITION FAILURE (SECONDARY COIL WINDING OR SPARK PLUG)WILL NOT SET A P0350/P035X-P0360 DTC. IF A P0350/P035X-P0360 DTC HAS BEEN SET, THE PCM WILL INVOKE FMEM (FAILURE MODE EFFECTS MANAGEMENT)WHICH WILL SHUT DOWN THE INJECTOR FOR THE FAULTED CYLINDER IN ORDER TO PROTECT THE CATALYST. THIS IS NORMAL OPERATION. DO NOT CONDEMN THE INJECTOR WHEN A P0350/ P035X-P0360 DTC IS PRESENT. A PRIMARY CIRCUIT MALFUNCTION WILL ALWAYS SET A P0350/P035X-P0360 DTC BEFORE A P030X(CYLINDER X MISFIRE DETECTED). IF THE CAUSE OF THE PRIMARY CIRCUIT MALFUNCTION IS A SHORT TO GROUND, THE IGNITION COIL WILL BE DAMAGED WITHIN SECONDS; HOWEVER, THE PCM WILL NOT BE DAMAGED. DON'T REPLACE THE (PCM) WITHOUT VERIFYING COIL DRIVER FUNCTIONALITY.

EFFECTIVE DATE: 02/24/2009**19950 VEHICLE EQUIPPED WITH VAPOR MANAGEMENT VALVE WITH A SERVICE PORT.**

SOME VEHICLES ARE EQUIPPED WITH A VMV (VAPOR MANAGEMENT VALVE)WITH AN INTEGRATED SERVICE PORT OR A REMOTE PORT. THE SERVICE PORT IS COVERED WITH A GREEN COLORED CAP THAT IS TETHERED TO THE VALVE. AFTER SERVICING FOR EVAP CONCERNS, BE SURE THE INSIDE OF THE CAP IS CLEAN,THE SEAL IS IN PLACE AND THE CAP RE-SECURED TO THE PORT. (FINGER TIGHTEN ONLY).THE CAP PROVIDES A SEAL FOR THE SERVICE PORT SCHRADER VALVE.

EFFECTIVE DATE: 09/07/2007**17930 1995-2005 MULTIPLE VEHICLES - ERRATIC FUEL GAUGE**

ANY VEHICLE WITH A GASOLINE ENGINE MAY EXHIBIT ERRATIC FUEL GAUGE READINGS AND THE MIL MAY COME ON. DTC P0460, P0462, P0463, P2065, P2067, AND/OR P2068 MAY BE PRESENT. A RECENTLY REPORTED ISSUE WITH SULFUR CONTAMINATION FOUND IN SOME LOCAL FUELS MAY CAUSE TEMPORARY CONTAMINATION OF THE FUEL SENDER CARD. BEFORE REPLACING ANY COMPONENT, CLEAR DTC'S, DRAIN FUEL TANK (IF FACILITIES PERMIT), AND ADVISE CUSTOMER TO USE AN ALTERNATE BRAND OF FUEL. THE CONDITION SHOULD CORRECT ITSELF AFTER 2-3 TANKS OF UNCONTAMINATED FUEL. ADVISE CUSTOMERS TO RESET THEIR TRIP ODOMETER WHEN THEY FILL THEIR TANK AND MONITOR MILEAGE. REPLACEMENT OF COMPONENTS INCLUDING FUEL GAUGE SENDER, FUEL PUMP, IP CLUSTER, OR PCM REPROGRAMMING/REPLACEMENT MAY NOT FIX THE CONCERN WHEN CAUSED BY CONTAMINATED FUEL. IF CONCERN PERSISTS PERFORM NORMAL DIAGNOSIS AND REPAIR.

EFFECTIVE DATE: 07/22/2004

17339 1995-2004 OBDII EQUIPPED VEHICLES - DTC P0171 AND/OR P0174

SOME 1995-2004 OBDII EQUIPPED VEHICLES MAY EXHIBIT A MALFUNCTION INDICATOR LAMP (MIL) ON WITH DIAGNOSTIC TROUBLE CODE (DTC) P0171 (SYSTEM TOO LEAN - BANK 1) AND/OR P0174 (SYSTEM TOO LEAN - BANK 2) DUE TO A VACUUM LEAK IN THE PCV SYSTEM. TO SERVICE, INSPECT THE PCV SYSTEM INCLUDING ALL RUBBER COMPONENTS, ELBOW CONNECTORS AT INTAKE MANIFOLD PORTS AND THE PCV VALVE ITSELF FOR DETERIORATION OR CHAFING. SQUEEZING THE RUBBER COMPONENTS MAY REVEAL DETERIORATION AND CRACKS NEAR BRITTLE OR SOFT SPOTS. DETERIORATION MAY CAUSE HOSES TO COLLAPSE AND NOT RETURN TO THEIR NATURAL FORM. REPLACE ONLY THE AFFECTED PCV COMPONENTS. REPLACING THE PCM, MAF SENSOR OR HEGO(S) WILL NOT REPAIR LEAN CODES CAUSED BY LEAKING PCV COMPONENTS.

EFFECTIVE DATE: 11/12/2003

17063 1999-2003 F-150 LIGHTNING/2002-2003 F-150 HARLEY DAVIDSON SUPERCREW - DTC P0171 OR P0174

SOME 1999-2003 F-150 LIGHTNING AND 2002-2003 F-150 HARLEY DAVIDSON SUPERCREW VEHICLES MAY EXHIBIT A MALFUNCTION INDICATOR LAMP ON WITH DIAGNOSTIC TROUBLE CODES (DTC) P0171 OR P0174. THIS MAY BE CAUSED BY THE CLEAN AIR TUBE BEING OVER OR UNDER INSERTED INTO THE AIR CLEANER RESULTING IN UNMETERED AIR ENTERING THE THROTTLE BODY. TO SERVICE, VERIFY THAT THE CLEAN AIR TUBE IS PROPERLY SEATED, ALSO VERIFY THAT THE PCV VALVE IS FULLY SEATED WITH THE HOSE RUNNING UNDER THE HEATER HOSES TO PREVENT PULL OUT. CLEAR DTC'S AND RETEST.

EFFECTIVE DATE: 08/19/2003

16922 1996-2003 VARIOUS VEHICLES - P0420 AND/OR P0430 CATALYST EFFICIENCY DTC'S

SOME 1996-2003 FORD, LINCOLN AND MERCURY VEHICLES MAY EXHIBIT A P0420 (CATALYST EFFICIENCY BELOW THRESHOLD BANK 1) AND/OR P0430 (CATALYST EFFICIENCY BELOW THRESHOLD BANK 2) DTC. IF DIAGNOSTICS LEAD TO CATALYST REPLACEMENT, ONLY REPLACE THE CATALYST THAT IS LOCATED BETWEEN THE MONITORED OXYGEN SENSORS FOR THE BANK REFERENCED. DO NOT REPLACE ANY UNMONITORED CATALYST UNLESS IT IS SERVICED AS PART OF THE SAME ASSEMBLY.

EFFECTIVE DATE: 06/26/2003

16899 2002-2003 F-150 5.4L - ROLLING IDLE

SOME 2002-2003 F-150 VEHICLES EQUIPPED WITH A 5.4L ENGINE MAY EXHIBIT A ROLLING IDLE AFTER SHIFTING TO PARK OR NEUTRAL, FROM DRIVE OR REVERSE, WHEN THE ENGINE TEMPERATURE IS 100 - 140 DEGREES F (55.6 - 77.8C). IF THIS CONDITION IS ENCOUNTERED, CHECK FOR DTCS AND SERVICE AS DIRECTED BY THE APPROPRIATE PC/ED, WORKSHOP MANUAL. IF THERE ARE NO DTCS, NEW CALIBRATIONS HAVE BEEN RELEASED FOR SERVICE. USE WDS RELEASE B24.10 OR LATER AND REPROGRAM THE PCM.

EFFECTIVE DATE: 06/13/2003

16819 1999-2003 VARIOUS VEHICLES - NO CRANK, NO START

SOME 1999-2003 VEHICLES MAY EXHIBIT A NO CRANK, NO START CONDITION. THIS MAY BE DUE INADEQUATE TORQUE OF THE STARTER SOLENOID TERMINAL NUTS. TO SERVICE, CHECK THE INTEGRITY OF THE B+ TERMINAL AND S TERMINAL TORQUE. THE B+ TERMINAL NUT SHOULD BE TORQUED TO 12 +/- 1.8 NM AND THE S TERMINAL NUT SHOULD BE TORQUED TO 5.4 +/- 0.9 NM. IF THE CONCERN IS STILL PRESENT, CONTINUE WITH APPROPRIATE PC/ED DIAGNOSTICS.

EFFECTIVE DATE: 05/06/2003

16701 1998-2003 F-150, F-SERIES SUPER DUTY, ECONOLINE ALL BI-FUEL - DELETION OF COLD START HEATER

FOR THE 1998-2003 F-150, 2000-2001 F-SERIES SUPER DUTY, 1998-1999 ECONOLINE, ALL WITH 5.4L & 6.8L BI-FUEL ENGINES, NEW DESIGN LPG (PROPANE) VAPORIZERS NO LONGER REQUIRE THE COLD START HEATER ELECTRICAL HARNESS. WHEN REPLACING VAPORIZERS ON VEHICLES THAT HAVE THIS HARNESS, IT WILL BE NECESSARY TO REMOVE THIS HARNESS FROM THE VEHICLE. INSTRUCTIONS ARE BEING SUPPLIED WITH ALL REPLACEMENT VAPORIZER SERVICE PARTS STATING THE PROCEDURE REQUIRED TO REMOVE THIS HARNESS. FOLLOW THESE INSTRUCTIONS ALONG WITH THE APPROPRIATE WORKSHOP MANUAL WHEN REPLACING LPG VAPORIZERS.

EFFECTIVE DATE: 03/17/2003

16244 2000-2002 F-SERIES - BI-FUEL CNG/LPG NEW HEATED OXYGEN SENSOR (HEGO) DIAGNOSTIC CODES

SOME 2000 TO 2002 F-SERIES BI-FUEL CNG AND LPG TRUCKS MAY EXHIBIT UNDEFINED SERVICE CODES MAY APPEAR IN THE ALTERNATE FUEL CONTROL MODULE (AFCM) (COMPUVALVE) DUE TO UPGRADED DIAGNOSTICS. IF A CODE P2195, P2196, P2197, OR P2198 OCCURS IN THE AFCM, REFER TO DIAGNOSTIC PROCEDURES AS OUTLINED IN THE 2003 F-SERIES PC/ED. CODE DEFINITIONS: P2195 - HO2S SIGNAL STUCK LEAN (BANK 1, SENSOR 1) P2196 - HO2S SIGNAL STUCK RICH (BANK 1, SENSOR 1) P2197 - HO2S SIGNAL STUCK LEAN (BANK 2, SENSOR 1) P2198 - HO2S SIGNAL STUCK RICH (BANK 2, SENSOR 1)

EFFECTIVE DATE: 09/19/2002

16170 4R100-EQUIPPED VEHICLES BUILT BETWEEN 01/01/2001 AND 05/01/2002 - TCC DTCS P0740, P0741, P0743, P1744 / REPLACE SOLENOID BODY

SOME 2001-2002 EXCURSION, EXPEDITION, BLACKWOOD, F-150, F-150 SUPERCREW AND HARLEY DAVIDSON SUPERCREW, SUPER DUTY F-SERIES, E-SERIES, AND 2001-2003 NAVIGATOR EQUIPPED WITH A 4R100 TRANS & BUILT BETWEEN JANUARY 1, 2001 & MAY 1, 2002 MAY EXHIBIT FLASHING TRANSMISSION CONTROL INDICATOR LAMP (TCIL) & ANY OR ALL OF THE FOLLOWING TORQUE CONVERTER CLUTCH (TCC) RELATED DTC'S: P0740, P0741, P0743, P1744. CUSTOMER MAY NOT REPORT ANY DRIVEABILITY CONDITIONS - ASIDE FROM POSSIBLE SLIGHTLY FIRMER SHIFTS EMPLOYED BY THE CONTROLLER WHEN DTCS ARE SET - AND MAY HAVE THE VEHICLE SERVICED BECAUSE OF THE FLASHING TCIL. THIS MAY BE DUE TO A WELD ISSUE W/THE TCC SOLENOID THAT CAUSES AN INCREASE IN RESISTANCE AND SUBSEQUENT LOWER TORQUE CONVERTER LOCK PRESSURES. TO SERVICE, REPLACE THE SOLENOID BODY WITH F81Z-7G391-CB.

EFFECTIVE DATE: 08/23/2002

16063 1994-2003 CARS & TRUCKS, CAMSHAFT POSITION (CMP) SENSOR ALIGNMENT TOOL CHART

SOME SERVICE MANUALS MAY LIST THE INCORRECT CAMSHAFT POSITION SENSOR (CMP) ALIGNMENT TOOL. REFER TO THE FOLLOWING: *T89P-12200-A (303-358) APPLIES TO: 1995 3.8L WINDSTAR, 1994-1995 3.8L T-BIRD/COUGAR & MUSTANG. *T93P-12200-A (303-453) APPLIES TO: 1995 3.0L-2V TAURUS/SABLE. *T95T-12200-A (303-529) APPLIES TO: 1995- 1997 3.0L-2V WINDSTAR, AEROSTAR, RANGER, 1996-1997 3.0L-2V TAURUS, SABLE & 1996 -1998 4.0L AEROSTAR, RANGER, EXPLORER. *T96T-12200-A (303-562) APPLIES TO: 1996- 1997 3.8L T-BIRD/COUGAR, 1996-1998 3.8L MUSTANG, WINDSTAR, 1997-2003 4.2L ECONOLINE, F-SERIES & 1996-1998 5.0L EXPLORER, MOUNTAINEER. *303-589 APPLIES TO: 1998- 2003 3.0L-2V TAURUS/SABLE, RANGER & 1998-2000 3.0L-2V WINDSTAR. *303-630 APPLIES TO: 1999-2003 3.8L WINDSTAR, MUSTANG & 1999-2000 5.0L EXPLORER, MOUNTAINEER. *303-638 APPLIES TO: 1999-2000 4.0L EXPLORER, RANGER.

EFFECTIVE DATE: 07/26/2002

15605 P0455 SUSPECT VMV

SOME 1998-2002 RANGER, 1997-2002 EXPEDITION, 1998-2002 NAVIGATOR, 1997-2002 F-SERIES UNDER 8500 GVW, 2002 BLACKWOOD AND 2002 EXPLORER 4DR/MOUNTAINEER MAY EXHIBIT DRIVEABILITY CONDITIONS AND/OR CHECK ENGINE LAMP (MIL) ILLUMINATED WITH A DTC P0455 (GROSS LEAK DETECTED). TO SERVICE, REFER TO THE EVAPORATIVE EMISSIONS, SECTION 303-13 OF THE WORKSHOP MANUAL AND TSBS 01-07-04 (ROTUNDA VACUTEC 522 LEAK DETECTOR SMOKE MACHINE USAGE AND PROCEDURES) AND 99-23-04 (DIAGNOSTIC TROUBLE CODES P0442 AND P0445). IF THE VAPOR MANAGEMENT VALVE IS DETERMINED TO BE STICKING (CLOSED OR OPEN) OR LEAKING VAPOR, REPLACE THE VMV WITH NEW SERVICE VMV PART: P/N F75Z-9C915-AA OR P/N F87Z-9C915-BA. TO VERIFY SERVICE, CLEAR KAM AND TEST DRIVE UNTIL ALL OBDII MONITORS ARE PASSED.

EFFECTIVE DATE: 02/06/2002

15518 NO START, NO DTC'S STORED, CHECK CKP SENSOR POLARITY

SOME 1990-2002 VEHICLES EQUIPPED WITH A CRANKSHAFT POSITION SENSOR (CKP) MAY EXHIBIT A CRANK/NO START AFTER A CKP WIRING/CONNECTOR REPAIR. IF A CRANK/NO START CONDITION OCCURS AFTER REPAIRING THE TERMINALS ON A CKP SENSOR CONNECTOR, VERIFY TERMINAL POLARITY. PCM OR EDIS SOFTWARE INCORPORATE A STRATEGY THAT DOES NOT ALLOW THE MODULE TO PROCESS A REVERSED SIGNAL WAVEFORM.

EFFECTIVE DATE: 01/07/2002

TECHNICAL SERVICE BULLETINS

[07-05-08](#)

BATTERY SERVICE - OPERATION OF BATTERY EYE - CHARGING SERVICE TIPS

THIS TSB DESCRIBES THE OPERATION AND FUNCTION OF THE BATTERY EYE AND CORRECT BATTERY RECHARGING PROCEDURES. REFER TO THE FOLLOWING SERVICE TIPS TO AVOID MISDIAGNOSIS OF A BATTERY USING THE BATTERY EYE, AND TO DETERMINE THE BEST WAY TO CHARGE A BATTERY THAT MAY BE

DISCHARGED.
See TSB for complete details
EFFECTIVE DATE: 03/01/2007

[06-19-14](#)

1991-2007 VARIOUS VEHICLES - NO CRANK / STARTER TERMINAL FATIGUE

SOME VEHICLES MAY EXHIBIT A NO CRANK CONDITION DUE TO AN OPEN CIRCUIT IN THE STARTER RELAY TO STARTER MOTOR CIRCUIT AT THE STARTER MOTOR CONNECTION. FOLLOW THE SERVICE PROCEDURE STEPS TO CORRECT THE CONDITION. 77.8C). IF THIS

See TSB for complete details
EFFECTIVE DATE: 09/19/2006

[05-05-06](#)

1996-2004 VARIOUS VEHICLES: ALTERNATIVE FUEL VEHICLE - COMPRESSED NATURAL GAS FUEL TANK INSPECTION

FEDERAL LAW REQUIRES ISSUANCE OF GUIDANCE FOR CNG TANK INSPECTION. THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA) HAS MANDATED THAT NATURAL GAS FUEL TANKS FOR VEHICLES PRODUCED AFTER DECEMBER 2, 1996 BE INSPECTED FOR DAMAGE OR DETERIORATION EVERY 36 MONTHS, OR 36,000 MILES, WHICHEVER COMES FIRST, OR AFTER A FIRE OR ACCIDENT. IT IS THE CUSTOMER'S RESPONSIBILITY TO GET THEIR CNG FUEL CONTAINERS INSPECTED BY 3 YEARS/36,000 MILES AND TO BE IN COMPLIANCE WITH FMVSS REQUIREMENTS AND INDUSTRY STANDARDS.

See TSB for complete details
EFFECTIVE DATE: 03/04/2005

[05-04-17](#)

1997-2005 VARIOUS VEHICLES: INTERMITTENT ROUGH IDLE - NON-COMMANDED EGR FLOW

SOME 1997-2005 5.4L 2V VEHICLES MAY EXHIBIT AN INTERMITTENT ROUGH IDLE. THIS MAY BE DUE TO NON-COMMANDED EGR FLOW. EGR FLOW CAN BE DETECTED BY COMPARING THE STABILIZED DPFEGR KOER VOLTAGE (FROM NGS/WDS) AT IDLE AFTER MANUALLY OPENING AND CLOSING THE EGR VALVE THROUGH 8 CYCLES. RECORD THE DPFEGR VOLTAGE AFTER EACH CYCLE. IF THE DPFEGR VOLTAGE INCREASES BY 0.03V OR MORE FROM THE STABILIZED IDLE VOLTAGE AND IS ASSOCIATED WITH A ROUGH IDLE, THE VALVE SHOULD BE REPLACED.

See TSB for complete details
EFFECTIVE DATE: 02/22/2005

[04-17-04](#)

2000-2004 VARIOUS VEHICLES: MALFUNCTION INDICATOR LAMP (MIL) ILLUMINATED - SYSTEM LEAN DIAGNOSTIC TROUBLE CODES (DTC'S) - SERVICE TIPS

THIS ARTICLE IS INTENDED TO AID IN DIAGNOSING DTC'S P0171, P0174, P1130, P1131, P1150, P1151, P2195, OR P2197 (SYSTEM LEAN OR LACK OF HEGO SWITCHES) WHEN A VACUUM LEAK IS PRESENT. HEGO SENSORS, MAF SENSORS, AND PCM REPLACEMENTS ARE NOT AN EFFECTIVE REPAIR WHEN A VACUUM LEAK IS CAUSING THE ABOVE DTC'S. PERFORM THE TSB INSPECTIONS/REPAIRS WHEN THE ABOVE CODES ARE FOUND IN MEMORY. PROCEDURE PROVIDES INSTRUCTIONS ON HOW TO MAKE COMPARISONS OF THE TOTAL FUEL CORRECTIONS (USING SCAN TOOL OR EQUIVALENT) AT IDLE AND HIGH RPM'S TO HELP DETERMINE IF A VACUUM LEAK IS THE ROOT CAUSE OF THE DTC'S.

See TSB for complete details
EFFECTIVE DATE: 08/16/2004

[03-20-03](#)

1997-2003 VARIOUS VEHICLES: DRIVEABILITY - (MIL) ILLUMINATED WITH DTC'S P0442, P0455, P0456, P0457, P1442 OR CHECK FUEL CAP LAMP ILLUMINATED WITH DTC P0457

SOME VEHICLES MAY EXHIBIT A MALFUNCTION INDICATOR LAMP (MIL) ILLUMINATED WITH DIAGNOSTIC TROUBLE CODES (DTC'S) P0442, P0455, P0456, P0457 OR P1442 OR A "CHECK FUEL CAP" LAMP ILLUMINATED WITH DTC P0457 FOR THE EVAPORATIVE EMISSION SYSTEM. THIS MAY BE CAUSED BY LOOSE OR LEAKING HOSES, LOOSE OR BROKEN FUEL CAP, A LEAK AT THE TOP OF THE FUEL FILLER PIPE NECK, ETC. USE THE ROTUNDA LEAK DETECTOR SMOKE MACHINE (PART 218-00001) OR EQUIVALENT, TO LOCATE AND REPAIR LEAKS IN THE EVAPORATIVE EMISSION SYSTEM. REFER TO THE TSB SERVICE PROCEDURE FOR DETAILS.

See TSB for complete details
EFFECTIVE DATE: 09/25/2003

[03-10-02](#)

1996-2002 VARIOUS VEHICLES: DRIVEABILITY - COMPRESSED NATURAL GAS (CNG) - ROUGH IDLE OR NO START WHEN COLD - VEHICLES EQUIPPED WITH CNG BI-FUEL ENGINE ONLY

DUE TO POSSIBLE REGIONAL FUEL QUALITY ISSUES IN SOME AREAS, IT MAY BE NECESSARY TO CLEAN THE LOW FLOW INJECTORS IN THE COMPUVALVE, AND THE ASSOCIATED FUEL INTRODUCTION HARDWARE BETWEEN THE COMPUVALVE AND INTAKE MANIFOLD (FUEL RAILS, INJECTOR SLEEVES). TYPICAL SYMPTOMS OF CONTAMINATION IN THE LOW FLOW INJECTORS ARE: · ROUGH RUN IN ALT FUEL MODE MOST NOTICEABLE AT IDLE, RUNS OK IN GASOLINE MODE · NO START (GREEN LIGHT ON) WHEN VEHICLE IS COLD IN ALT FUEL MODE, BUT WILL START IF VEHICLE HAS BEEN PREVIOUSLY WARMED UP IN GASOLINE MODE · NO START IN ALT FUEL MODE (WITH GREEN LIGHT ON) AT ANY TIME, BUT STARTS IN GASOLINE MODE

See TSB for complete details
EFFECTIVE DATE: 05/14/2003

[03-10-03](#)

1996-2003 VARIOUS VEHICLES: DRIVEABILITY - CRANK NO START - BI-FUEL CNG/LPG VEHICLES - LOW FLOW INJECTOR SERVICE KIT WITHOUT COOLANT LOCK-OFFENGINE ONLY

SOME 1996-2002 BI-FUEL CNG F-150, E-250/350, 1996-2000 CONTOUR, 2000-2003 BI-FUEL LPG F-150 AND 2000-2001 SUPER DUTY F SERIES VEHICLES (WITHOUT COOLANT LOCK-OFF) MAY EXHIBIT A NO START CONDITION. THIS MAY BE CAUSED BY STUCK LOW FLOW INJECTORS ON THE COMPUVALVE POSSIBLY DUE TO FUEL CONTAMINATION. TO AVOID THE REPLACEMENT OF THE COMPUVALVE WHEN ONLY THE LOW FLOW INJECTORS HAVE FAILED, THE LOW FLOW INJECTORS HAVE BEEN RELEASED SEPARATELY FOR SERVICE. ON) WHEN VEHICLE IS COLD IN ALT FUEL MODE, BUT

See TSB for complete details
EFFECTIVE DATE: 05/14/2003

[03-06-06](#)

1998-2003 VARIOUS VEHICLES: DRIVEABILITY - BI-FUEL - OXYGEN SENSOR DIAGNOSTICS - HIGH OXYGEN SENSOR VOLTAGE READING

SOME BI-FUEL VEHICLES MAY EXHIBIT DTC'S FOR HIGH OXYGEN SENSOR VOLTAGE (P0132 AND P0152). CURRENT DIAGNOSTICS MAY RESULT IN PREMATURE REPLACEMENT OF THE COMPUVALVE. IF AN OXYGEN SENSOR CODE IS SET, THE CURRENT DIAGNOSTICS DIRECT THE COMPUVALVE TO BE REPLACED IF NO FAULTS ARE DETECTED WHEN PINPOINT TEST H IS CONDUCTED. THE MODIFIED REPAIR ACTION OUTLINED IN THE TSB GIVES ADDITIONAL TEST PROCEDURES IF NOTHING IS DETECTED FROM PINPOINT TEST H.

See TSB for complete details
EFFECTIVE DATE: 03/19/2003

[02-23-04](#)

1999-2002 VARIOUS VEHICLES - (DTC'S), LAMP 4X4, SPEEDOMETER INACCURATE &/OR INOPERATIVE - AFTER (PCM) OR INSTRUMENT CLUSTER REPLACEMENT - GAS ENG. ONLY

SOME VEHICLES MAY EXHIBIT AN INOPERATIVE OR INACCURATE SPEEDOMETER, 4X4 LAMP ILLUMINATED, AND/OR DIAGNOSTIC TROUBLE CODE (DTC'S) P1635 OR P1639 PRESENT AFTER A POWERTRAIN CONTROL MODULE (PCM) OR INSTRUMENT CLUSTER REPLACEMENT. THIS MAY BE CAUSED BY THE VEHICLE IDENTIFICATION (VID) BLOCK THAT MUST BE PROGRAMMED WHEN REPLACING THE PCM. AS PART OF THE CALIBRATION, THERE IS AN AREA REFERRED TO AS THE VEHICLE IDENTIFICATION (VID) BLOCK. THE VID BLOCK MUST BE PROGRAMMED WHEN REPLACING THE PCM. FAILURE TO PERFORM THE PROPER PROGRAMMABLE MODULE INSTALLATION PROCEDURE MAY GENERATE FAULT CODE: P1639 VID BLOCK NOT PROGRAMMED OR IS CORRUPT--P1635 TIRE/AXLE OUT OF ACCEPTABLE RANGE.

See TSB for complete details
EFFECTIVE DATE: 11/18/2002

[02-22-01](#)

1994-2003 VARIOUS VEHICLES - DRIVEABILITY - SURGE/ROLLING IDLE - POOR FUEL ECONOMY - DIAGNOSTIC TROUBLE CODES (DTCs) P1336, P1309, P0340 - MIL

INCORRECTLY INSTALLED GEAR DRIVEN CAMSHAFT POSITION (CMP) SENSOR SYNCHRONIZER ASSEMBLIES MAY BE HARD TO DIAGNOSE. VEHICLE MAY EXHIBIT POOR FUEL ECONOMY, DRIVEABILITY DIAGNOSTIC TROUBLE CODES (DTCs) P1336, P1309, P0340 WITH MIL LIGHT ON. LOSS OF POWER, SURGE, HESITATION AND RUNS ROUGH ON ACCELERATION MAY ALSO BE PRESENT. NEW DIAGNOSTICS HAVE BEEN DEVELOPED FOR WDS TO DIAGNOSE INCORRECTLY INSTALLED GEAR DRIVEN CAMSHAFT POSITION (CMP) SYNCHRONIZER ASSEMBLIES.

See TSB for complete details
EFFECTIVE DATE: 10/29/2002

[01-21-13](#)

DRIVEABILITY - ELECTRICAL - STICKING OR BINDING IGNITION LOCK CYLINDER - HIGH EFFORT WHEN TURNING IGNITION SWITCH - DIAGNOSTIC TROUBLE CODES (DTC) P0500, P1502 AND/OR U1039 ON SOME VEHICLES: REPLACE THE KEY-IN-IGNITION WARNING CHIME SWITCH LOCATED ON THE IGNITION SWITCH LOCK CYLINDER. REFER TO THE TSB.

SOME IGNITION SWITCH LOCK CYLINDER ASSEMBLIES MAY EXHIBIT THE FOLLOWING HIGHLY INTERMITTENT CONDITIONS: ROUGHNESS AND/OR EXCESSIVE EFFORT IN TURNING THE KEY FROM RUN TO START POSITION. KEY DOES NOT FULLY RETURN FROM START TO RUN AFTER STARTING VEHICLE. THIS MAY RESULT IN INTERMITTENT ACCESSORY FUNCTION. CONTINENTAL ONLY - A MALFUNCTION INDICATOR LAMP MAY ILLUMINATE WITH DIAGNOSTIC TROUBLE CODES P0500, P1502 AND U1039 STORED IN THE POWERTRAIN CONTROL MODULES (PCM) MEMORY. THIS MAY BE CAUSED BY A KEY-IN-IGNITION WARNING CHIME SWITCH. REPLACE THE KEY-IN-IGNITION WARNING CHIME SWITCH LOCATED ON THE IGNITION SWITCH LOCK CYLINDER WITH REVISED PART XL2Z-11A127-AB. REFER TO THE TSB FOR DETAILS.

See TSB for complete details
EFFECTIVE DATE: 10/24/2001

608000 - DRIVEABILITY RUNS ROUGH**SPECIAL SERVICE MESSAGES**

21126 MULTIPLE VEHICLE LINE MAF SENSOR SERVICE TIP.
MESSAGE TEXT DISPLAYED UNDER A PRIOR CODE
EFFECTIVE DATE: 12/03/2009

20680 GAS ENGINE COIL ON PLUG(COP) DIAGNOSTIC TESTING
MESSAGE TEXT DISPLAYED UNDER A PRIOR CODE
EFFECTIVE DATE: 02/25/2009

20677 GAS ENGINE MULTIPLE COIL PRIMARY CIRCUIT DIAGNOSTICS
MESSAGE TEXT DISPLAYED UNDER A PRIOR CODE
EFFECTIVE DATE: 02/24/2009

16063 1994-2003 CARS & TRUCKS, CAMSHAFT POSITION (CMP) SENSOR ALIGNMENT TOOL CHART
MESSAGE TEXT DISPLAYED UNDER A PRIOR CODE
EFFECTIVE DATE: 07/26/2002

15605 P0455 SUSPECT VMV
MESSAGE TEXT DISPLAYED UNDER A PRIOR CODE
EFFECTIVE DATE: 02/06/2002

TECHNICAL SERVICE BULLETINS[05-04-17](#)

1997-2005 VARIOUS VEHICLES: INTERMITTENT ROUGH IDLE - NON-COMMANDED EGR FLOW

SOME 1997-2005 5.4L 2V VEHICLES MAY EXHIBIT AN INTERMITTENT ROUGH IDLE. THIS MAY BE DUE TO NON-COMMANDED EGR FLOW. EGR FLOW CAN BE DETECTED BY COMPARING THE STABILIZED DPFEGR KOER VOLTAGE (FROM NGS/WDS) AT IDLE AFTER MANUALLY OPENING AND CLOSING THE EGR VALVE THROUGH 8 CYCLES. RECORD THE DPFEGR VOLTAGE AFTER EACH CYCLE. IF THE DPFEGR VOLTAGE INCREASES BY 0.03V OR MORE FROM THE STABILIZED IDLE VOLTAGE AND IS ASSOCIATED WITH A ROUGH IDLE, THE VALVE SHOULD BE REPLACED.

See TSB for complete details
EFFECTIVE DATE: 02/22/2005

[03-10-02](#)

1996-2002 VARIOUS VEHICLES: DRIVEABILITY - COMPRESSED NATURAL GAS (CNG) - ROUGH IDLE OR NO START WHEN COLD - VEHICLES EQUIPPED WITH CNG BI-FUEL ENGINE ONLY.

DUE TO POSSIBLE REGIONAL FUEL QUALITY ISSUES IN SOME AREAS, IT MAY BE NECESSARY TO CLEAN THE LOW FLOW INJECTORS IN THE COMPUVALVE, AND THE ASSOCIATED FUEL INTRODUCTION HARDWARE BETWEEN THE COMPUVALVE AND INTAKE MANIFOLD (FUEL RAILS, INJECTOR SLEEVES). TYPICAL SYMPTOMS OF CONTAMINATION IN THE LOW FLOW INJECTORS ARE: - ROUGH RUN IN ALT FUEL MODE MOST NOTICEABLE AT IDLE, RUNS OK IN GASOLINE MODE - NO START (GREEN LIGHT ON) WHEN VEHICLE IS COLD IN ALT FUEL MODE, BUT WILL START IF VEHICLE HAS BEEN PREVIOUSLY WARMED UP IN GASOLINE MODE - NO START IN ALT FUEL MODE (WITH GREEN LIGHT ON) AT ANY TIME, BUT STARTS IN GASOLINE MODE

See TSB for complete details
EFFECTIVE DATE: 05/14/2003

[03-10-03](#)

1996-2003 VARIOUS VEHICLES: DRIVEABILITY - CRANK NO START - BI-FUEL CNG/LPG VEHICLES - LOW FLOW INJECTOR SERVICE KIT WITHOUT COOLANT LOCK-OFFENGINE ONLY.

SOME 1996-2002 BI-FUEL CNG F-150, E-250/350, 1996-2000 CONTOUR, 2000-2003 BI-FUEL LPG F-150 AND 2000-2001 SUPER DUTY F SERIES VEHICLES (WITHOUT COOLANT LOCK-OFF) MAY EXHIBIT A NO START CONDITION. THIS MAY BE CAUSED BY STUCK LOW FLOW INJECTORS ON THE COMPUVALVE POSSIBLY DUE TO FUEL CONTAMINATION. TO AVOID THE REPLACEMENT OF THE COMPUVALVE WHEN ONLY THE LOW FLOW INJECTORS HAVE FAILED, THE LOW FLOW INJECTORS HAVE BEEN RELEASED SEPARATELY FOR SERVICE. ON) WHEN VEHICLE IS COLD IN ALT FUEL MODE, BUT

See TSB for complete details
EFFECTIVE DATE: 05/14/2003

[02-22-01](#)

1994-2003 VARIOUS VEHICLES - DRIVEABILITY - SURGE/ROLLING IDLE - POOR FUEL ECONOMY - DIAGNOSTIC TROUBLE CODES (DTCs) P1336, P1309, P0340 - MIL

INCORRECTLY INSTALLED GEAR DRIVEN CAMSHAFT POSITION (CMP) SENSOR SYNCHRONIZER ASSEMBLIES MAY BE HARD TO DIAGNOSE. VEHICLE MAY EXHIBIT POOR FUEL ECONOMY, DRIVEABILITY DIAGNOSTIC TROUBLE CODES (DTCs) P1336, P1309, P0340 WITH MIL LIGHT ON. LOSS OF POWER, SURGE, HESITATION AND RUNS ROUGH ON ACCELERATION MAY ALSO BE PRESENT. NEW DIAGNOSTICS HAVE BEEN DEVELOPED FOR WDS TO DIAGNOSE INCORRECTLY INSTALLED GEAR DRIVEN CAMSHAFT POSITION (CMP) SYNCHRONIZER ASSEMBLIES.

See TSB for complete details
EFFECTIVE DATE: 10/29/2002

[Request Hotline Assistance](#) | [Prior Approval](#) | [Cost Cap Tool](#) | [SuperDuty/Econ CLP](#) | [On-line 1878](#)
END OF OASIS REPORT FOR **1FTRW07352KD36384**