

ONLINE AUTOMOTIVE SERVICE INFORMATION

SYSTEM FOR MARCH 2012

SB-10044230-3936

SOME MAY EXHIBIT EXTENDED ENGINE RUN TIMES AFTER THE IGNITION IS TURNED OFF DUE TO AFTERMARKET EQUIPMENT (DVD, REMOTE START, RADAR DETECTORS, PHONES, RADIOS, ECT.) INSTALLATION. BEFORE ATTEMPTING REPAIR, ENSURE THE VEHICLE DOES NOT HAVE AFTERMARKET ELECTRONICS INSTALLED. AFTERMARKET ELECTRONICS SPLICED INTO IGNITION CIRCUITS AT IGNITION SWITCH OR BODY CONTROL MODULE/SMART JUNCTION BOX CAN EXTEND ENGINE RUN-ON. DISCONNECT AFTERMARKET ELECTRONICS AND RETEST VEHICLE. IF CONDITION STILL EXISTS, CONTINUE WITH NORMAL WORKSHOP MANUAL DIAGNOSTICS.

22281 2008-2011 RANGER,F250, F350, 2008-2012 E-SERIES, F150 - REAR LEAF SPRINGS - NOISE CONCERNS POPPING, CREAKING, OR SNAPPING

SOME 2008-2011 RANGER/F250/F350; 2008-2012 E-SERIES/F-150 MAY EXHIBIT POPPING, CREAKING, OR SNAPPING NOISE CONCERNS FROM THE REAR LEAF SPRINGS. THE SOURCE OF THE NOISE MAY BE THE SPRING INSERTS (SMALL, ROUND PLASTIC DISCS LOCATED BETWEEN THE INDIVIDUAL LEAVES; BASIC PART #5586). IF CLEANING DOES NOT RESOLVE THE NOISE CONCERN. REMOVE THE SPRING INSERTS USING A NON-METALLIC WEDGE (RUBBER DOOR STOP OR WOOD WEDGE) TO SEPARATE THE UNLOADED SPRING AND PVC CABLE SAW OR EQUIVALENT TO CUT THE TOP OFF THE SPRING INSERT OFF. TO INSTALL THE SPRING INSERTS, SOME POST MAY NEED TO BE TRIMMED TO ALLOW CLEARANCE. ALL LEAF SPRING COMPONENTS ARE AVAILABLE AS SEPARATE SERVICE PARTS. COMPLETE LEAF SPRING ASSEMBLIES SHOULD ONLY BE REPLACED IF THE LEAVES ARE DAMAGED OR BROKEN. THE ONLINE SERVICE PUBLICATIONS ARE BEING UPDATED TO INCLUDE SPRING INSERT SERVICE PROCEDURES.

22283 2010-2012 TRANSIT CONNECT WHEEL COVER INSTALLATION

WHEN INSTALLING THE WHEEL COVERS ON THE 2010-2012 TRANSIT CONNECT, BE SURE TO LINE UP THE RETAINING WIRE ON THE COVER WITH THE TIRE VALVE STEM. FAILURE TO PROPERLY INSTALL THE WHEEL COVER MAY RESULT IN POOR RETENTION AND POSSIBLE LOSS OF THE WHEEL COVER. LOST OR DAMAGED WHEEL COVERS RESULTING FROM IMPROPER INSTALLATION IS NOT COVERED BY THE NEW VEHICLE LIMITED WARRANTY.

22284 2011-2012 F-SUPER DUTY- INTERMITTENT TRAILER CONNECTED/DISCONNECTED MESSAGE IN INSTRUMENT CLUSTER WITHOUT TRAILER CONNECTED- BUILT 9/16/2011 THROUGH 1/1/2012.

SOME 2011-2012 F-SUPER DUTY VEHICLES BUILT FROM 09/16/2011 TO 01/01/2012 AND EQUIPPED WITH FACTORY TRAILER BRAKE CONTROLLER (TBC) MODULE, MAY EXHIBIT AN INTERMITTENT TRAILER CONNECTED/DISCONNECTED MESSAGE AFTER STARTUP WITHOUT A TRAILER CONNECTED. THIS CONCERN IS DUE TO THE SOFTWARE INTERNAL TO THE TBC MODULE. REPLACE TBC USING AVAILABLE WORKSHOP MANUAL PROCEDURES AND SERVICE LABOR TIME OPERATIONS. ALL SERVICE STOCK HAS BEEN PURGED FROM THE SERVICE DEPOTS AND TBC NEW LEVEL SERVICE PART# BC3Z-2C006-B HAS THE UPDATED SOFTWARE.

22285 REAR DRIVE UNIT - VENT LEAKS

SOME 2011 MARINER, MILAN AND 2011 - 2012 ESCAPE, EDGE, EXPLORER, FLEX, FUSION, MKS, MKX, MKZ, TAURUS MAY EXHIBIT THAT FLUID HAS BEEN EXPELLED OUT OF THE VENT ON REAR DRIVE UNITS (RDU). THIS IS A COLD WEATHER PHENOMENON WHICH CAUSES THE FLUID TO "BURP OUT" OF THE VENT ON OCCASION. FLUID IN THE RDU WILL ONLY "BURP OUT" ON OCCASION DURING WINTER MONTHS AND IS NOT AN INDICATION OF AN OVERFILLED RDU. DO NOT LOWER THE FLUID LEVEL IN THE RDU DOING SO COULD RESULT IN POTENTIAL DAMAGE. INSURE FLUID LEVEL IS AT THE CORRECT LEVEL AND CLEAN OFF THE OIL AND WIPE THE COVER CLEAN. ENGINEERING IS AWARE OF THE CONCERN AND IS CURRENTLY

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WORKING ON A RESOLUTION PLEASE MONITOR OASIS FOR FUTURE COMMUNICATIONS.

22289 ~~2011-2012 INTERMITTENT NO CRANK - NO ACCESSORY POWER - UNITS BUILT BEFORE 3/5/2012~~

~~SOME 2011 - 2012 F150 VEHICLES MAY EXHIBIT A NO CRANK OR LOSS OF ACCESSORIES AT TIMES. BEFORE BEGINNING NORMAL DIAGNOSIS CHECK THE BODY CONTROL MODULE CONNECTOR C2280G FOR PROPER SEATING. IF THE CONNECTOR WAS FULLY SEATED CONTINUE NORMAL DIAGNOSIS. IF THE CONNECTOR WAS NOT FULLY SEATED INSPECT FOR SIGNS OF DAMAGE. IF DAMAGE IS EVIDENT TO THE C2280G CONNECTOR, REPLACE THE 12A581 HARNESS. IF NO DAMAGE IS PRESENT, RESEAT THE CONNECTOR AND CONTINUE NORMAL DIAGNOSIS.~~

22291 ~~2012 FOCUS - MALFUNCTION INDICATOR LIGHT (MIL) ON - DIAGNOSTIC TROUBLE CODES (DTCs) P0010 AND/OR P0012, P0013, P0014, P052B. SERVICE TIP~~

~~SOME 2012 FOCUS VEHICLES MAY EXHIBIT A MIL WITH DTC P0010 AND/OR P0012, P0013, P0014 OR P052B. PRIOR TO FOLLOWING NORMAL DIAGNOSTICS, FIRST CHECK THE VARIABLE CAM TIMING (VCT) SOLENOID CONNECTORS C1451 AND C1452 TO ENSURE THEY ARE FULLY SEATED AND PROPERLY ENGAGED IN TO THE LOCKING TABS. REFERENCE THE POWER DISTRIBUTION SECTION 013, PAGE 8 OF THE WIRING DIAGRAM FOR LOCATION. IF ISSUES ARE FOUND, REPAIR AS NEEDED. IF NO ISSUES ARE FOUND, FOLLOW NORMAL DIAGNOSTICS PER PC/ED PIN POINT TEST HK.~~

22293 ~~2012 TRANSIT CONNECTS EQUIPPED WITH THE BAF CNG/LPG FUEL CONVERSION PACKAGE, MAY EXHIBIT P0420 OR LACK OF POWER ON THE HIGHWAY~~

~~SOME 2012 TRANSIT CONNECTS EQUIPPED WITH THE BAF TECHNOLOGIES CNG/LPG FUEL CONVERSION PACKAGE MAY EXHIBIT MIL ON WITH DTC P0420 AND/OR LACK OF POWER ON THE HIGHWAY. THIS LOW MILEAGE (LESS THAN 1000 MILES/1609 KILOMETERS) CONCERN MAY BE DUE TO THE INITIAL FUEL FILL BY BAF. CONTACT BAF FOR VEHICLE INSPECTION AND REPAIR RECOMMENDATIONS. MORE INFORMATION CAN BE FOUND AT [HTTP://BAFTECHNOLOGIES.COM/](http://BAFTECHNOLOGIES.COM/)~~