CERTAIN 2017 MODEL YEAR F-250 TO F-750 F-SUPER DUTY VEHICLES EQUIPPED WITH A 6.7L DIESEL ENGINE — ENGINE OIL PRESSURE INSPECTION

In some of the affected vehicles, the engine may lack oil pressure at start up after a cold soak due to concerns with the oil pump. This condition may lead to engine failure at very low mileage. Before demonstrating or delivering any new in-stock vehicles involved in this program, dealers are to inspect for a lack of engine oil pressure and if necessary contact the SSSC for further repair direction following these technical instructions.

The minimum 30 minute engine RPM increase is needed to achieve 90C (194F) engine oil temperature to complete the engine oil pressure inspection.

A review of service part requests and IDS recordings indicate that some dealers are incorrectly identifying vehicles as having a lack of engine oil pressure (fail condition). Dealers are requested to repeat Phase Two of the technical instructions on new unsold vehicles currently being held for parts. Vehicles that pass inspection may be demonstrated and delivered immediately.

- **NOTE**: It is not necessary to repeat Phase One on vehicles that have already been tested in order to repeat Phase Two.
- **NOTE**: Less than 1% of the affected vehicles are expected to require engine front cover replacement based on this inspection.
- **NOTE:** To ensure a positive customer delivery experience, dealers are requested to immediately conduct this procedure on all affected *new* in-stock vehicles in your inventory. The inspection procedure is a two-phase operation with an 8 hour wait between phases. Please ensure that adequate time is allotted to perform this procedure prior to the demonstration or delivery of vehicles affected.

NEW! SERVICE PROCEDURE

Phase One

- **NOTE:** If the vehicle has been stored in ambient temperatures -18C (0F) or below, allow the vehicle to warm inside the shop before starting this procedure. Otherwise in extremely cold temperatures, the Integrated Diagnostic Software (IDS) Desired Idle Speed RPM (RPMDSD) control function will not increase the RPM to the level required in step 2. For in-shop repair efficiency, consider beginning the pre-soak procedure just prior to shop close.
- **NOTE**: This procedure has two phases and both can be conducted outside the shop/service bay if the ambient temperature is above -18C (0F) at the start of the initial phase.



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1. Connect IDS and navigate to the RPMDSD Parameter Identification (PID). See Figures 1 and 2.

- A. Select Tool Box > Data Logger > Powertrain > Engine.
- B. Clear all pre-selected Parameter Identification (PID) boxes by pressing the clear button in the lower right corner of the screen. See Figure 1.

	GENMON_LS	GENCMD2 (PER)	FUEL_RATE (FLOW)	FP # (PER)	EXHGAS_EVAL (MODE)	EGT14_V (VOLT)	EGR_A_ACT (PER)	ECT2_V (VOLT)	DPF_SOOT_INF (NUM)	DIST_BRKOVRD (DIST)	CYL_BAL_4 (MASS)	CACT_V (VOLT)	BARO (PRESS)	AEIS_ACTION (NUM)	AAT (TEMP)
	GENMON_LS2	GENCMD_LF (FAULT)	FUEL_TIMING (ANGL)	FPM_STAT (FAULT)	EXH_SYS_REQ (MODE)	ENGIDL_TIME_TOT (TIME)	EGR_A_CMD (PER)	ECU_WAKEUP (MODE)	DPF_SOOT_OL (NUM)	DIST_LAST_DPF (METER)	CYL_BAL_5 (MASS)	CAC_T (TEMP)	BARO (VACU)	AEIS_POSS (NUM)	AAT_UR (FAULT)
	GENVDSD #	GENCMD_LF2 (FAULT)	F_PCV # (PER)	FP_RELAY (MODE)	FANDC # (PER)	ENGOFF_TIMER (TIME)	EGR_EVAL (MODE)	EGRCBV # (MODE)	DPF_SOOT_PCT_CL (PER)	DIST_TOT_VEH (DIST)	CYL_BAL_6 (MASS)	CAC_UR (FAULT)	BARO_UR (FAULT)	APP (PER)	AAT_V (VOLT)
Ambient Air Tem	GENVDSD2 #	GENFIL (MODE)	F_PCV_CUR (CUR)	FRP (PRESS)	FANSS (RPM)	ENG_CRANK (MODE)	EGT11 (TEMP)	EGRCOT_V (VOLT)	DPF_SOOT_PCT_OL (PER)	DIST_TRVL_EXFUL (DIST)	CYL_BAL_7 (MASS)	CC_VENTHOSE_ST (FAULT)	BARO_V (VOLT)	APP1 (VOLT)	ACC_CMD # (MODE)
perature	GLOWPLUG_RLY	GENMON (PER)	F_VCV # (PER)	FRP (VOLT)	FAN_F (FAULT)	ENG_FUEL_RATE (FLOW)	EGT11_V (VOLT)	EGRTC (TEMP)	DTCCNT (NUM)	DIST_TRVL_EXOL (DIST)	CYL_BAL_8 (MASS)	CLRDIST (DIST)	BCM_LOSTCOMM (FAULT)	APP1 [APP_D] (PER)	ACP_PRESS (PRESS)
	GP_LMP	GENMON2 (PER)	F_VCV_CUR (CUR)	FRPC_STAT (FAULT)	FLI (PER)	ENG_IDLE_SD (MODE)	EGT12 (TEMP)	EGRTP_CMD # (PER)	EBP (PRESS)	DPF_INP (PRESS)	DEF_CONC (PER)	CLRWRMUP (NUM)	BOO1 (MODE)	APP2 (VOLT)	AC_DISBLE_TRQ (MODE)
	GP_RELAY_CMD#	GENMON_FS (FAULT)	F_VCV_F (FAULT)	FRP_DSD # (PRESS)	FLP (PRESS)	ENG_ST_PCM (MODE)	EGT12_V (VOLT)	EGRTP_MES (PER)	ECT (TEMP)	DPF_INP_V (VOLT)	DEF_LEVEL (PER)	CMP_F (FAULT)	BOO2 (MODE)	APP2 [APP_E] (PER)	AC_LOWSW (MODE)
	HSCAN_1st	GENMON_FS2 (FAULT)	F_VCV_FLT (FAULT)	FRT (TEMP)	FLP_DSD (PRESS)	ENG_TIME_TOT (TIME)	EGT13 (TEMP)	EGRTP_V (VOLT)	ECT1 (TEMP)	DPF_REGN_AVGD (DIST)	DEF_TEMP (TEMP)	CYL_BAL_1 (MASS)	BOOSTP_EVAL (MODE)	AXLECC_STAT (MODE)	AC_MED (MODE)
	HSCAN_2nd	GENMON_HZ (FREQ)	GEAR (MODE)	FRT_V (VOLT)	FLP_V (VOLT)	EOT (TEMP)	EGT13_V (VOLT)	EGRVP (VOLT)	ECT1_V (VOLT)	DPF_REGN_AVGT (TIME)	DEF_TYPE (FAULT)	CYL_BAL_2 (MASS)	BRKOVRD_POSS (NUM)	B+ (VOLT)	AC_MSG_F (FAULT)
	HSCAN_3rd	GENMON_HZ2 (FREQ)	GENCMD # (PER)	FUELMON_RDY (MODE)	FP # (MODE)	EOT_V (VOLT)	EGT14 (TEMP)	EGRVPDES # (PER)	ECT2 (TEMP)	DPF_REGN_STAT (MODE)	DIST_AEIS (DIST)	CYL_BAL_3 (MASS)	BRKOVR_ACTION (NUM)	BARO (FREQ)	AC_REQ # (MODE)
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C. Select the RPMDSD PID. Click the check mark. See Figure 2.

FIGURE 1

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INJ3_OFF # (MODE)	INJ4_OFF # (MODE)	INJ5_OFF # (MODE)	INJ6_OFF # (MODE)	INJ7_OFF # (MODE)	INJ8_OFF # (MODE)	INJ_F (FAULT)	INJ_Q_1_TOT (MASS)	INJ_Q_2_TOT (MASS)	INJ_Q_3_TOT (MASS)	-	
INJ_Q_4_TOT (MASS)	INJ_Q_5_TOT (MASS)	INJ_Q_6_TOT (MASS)	INJ_Q_7_TOT (MASS)	INJ_Q_8_TOT (MASS)	KEYST (MODE)	LOAD (PER)	LOW_FUEL (MODE)	MAF (FLOW)	MAFLRN_AIDLE (NUM)		
MAFLRN_IDLE (NUM)	MAF_A (FLOW)	MAF_HZ (FREQ)	MAINPCM_V (VOLT)	MAP (PRESS)	MAP (PRESS)	MAP_DMD (PRESS)	MAP_V (VOLT)	MIL (MODE)	MIL_DIS (DIST)		
MISF_EVAL (MODE)	MP_LRN (MODE)	NMHC_CAT_EVAL (MODE)	NOx11 (NUM)	NOX11_CORR (NUM)	NOx12 (NUM)	NOX12_CORR (NUM)	NOxLMP_TIME (TIME)	NOxNTE_IN (MODE)	NOxNTE_OUT (MODE)		
NOx_AFT_EVAL (MODE)	NOx_HTR (MODE)	O2S11_PCT (PER)	O2S12_PCT (PER)	OILCHNG_DAYS (NUM)	OILQ_FUEL_INF (PER)	OIL_FUEL_INF (PER)	OIL_LAST_DIST (DIST)	OIL_LOW_SW (MODE)	OIL_REMAINING (PER)		
OIL_SOOT_CALC (MASS)	OSS (RPM)	OUTDR_TMP (TEMP)	PAT SENABL (MODE)	PCM_TEMP (TEMP)	PM11 (PER)	PM11_ACTIVE (MODE)	PM11_REGEN (MODE)	PMNTE_IN (MODE)	PMNTE_OUT (MODE)		
PM_CURRENT (CUR)	PM_FILT_EVAL (MODE)	PM_HTR_DC (PER)	PM_SUPPLY_V (VOLT)	PM_TEMP (TEMP)	PTOIR_V (VOLT)	PTOTIME_TOT (TIME)	PTO_ACTV_MODE (MODE)	PTO_OP_STATE (MODE)	PTO_RPM_DSD (RPM)		
PVT (PRESS)	PVT (VACU)	PWRTRN_DRVMODE (MODE)	PWR_MODE_KEY (MODE)	PWR_MODE_QF (MODE)	REALTIME (TIME)	REDUCT_LINEST (PER)	REDUCT_LITERS (CAP)	REGEN_ATT_EXFUL (NUM)	REGEN_ATT_EXOL (NUM)		
RPM (RPM)	RPMDSD # (RPM)	RPM_VSS_RATIO (RATIO)	RUNTM (TIME)	SPDCTRLCC_STAT (MODE)	STARTENB_HI (MODE)	STARTENB_LOW (MODE)	STARTER_PROT (MODE)	STRT_RLY (MODE)	SUMP_OIL_T (TEMP)		i
SYNC (MODE)	TCBP (PRESS)	TCBP_DSD (PRESS)	TCBP_V (VOLT)	TIRECC_STAT (MODE)	TOT_RGNTM_EXFUL (TIME)	TOT_RGNTM_EXOL (TIME)	TOT_RUNTM_EXFUL (TIME)	TOT_RUNTM_EXOL (TIME)	TQ_ACT (PER)		
TQ_DD (PER)	TQ_ENGREF (TORQUE)	TQ_FRICTION (PER)	VEHMODE (MODE)	VEH_FUEL_RATE (FLOW)	VFDES (VOL)	VGTDC # (PER)	VINCC_STAT (MODE)	VPWR (VOLT)	VSS (SPD)		
VS_LIMIT (SPD)	WFS_V (VOLT)	WIF_1_DIST_TRVL (METER)	WIF_1_ODOMETER (METER)	WIF_2_DIST_TRVL (METER)	WIF_2_ODOMETER (METER)	WIF_3_DIST_TRVL (METER)	WIF_3_ODOMETER (METER)	WIF_4_DIST_TRVL (METER)	WIF_4_ODOMETER (METER)		
WIF_ACTIVE (MODE)	WIF_EV1_DIST (METER)	WIF_EV2_DIST (METER)	WIF_EV3_DIST (METER)	WIF_EVR_DIST (METER)	WIF_EVTS_12 (NUM)	WIF_EVTS_AFT2 (NUM)	WIF_OCCURANCES (NUM)	WIF_ODO_12 (METER)	WIF_ODO_AFT2 (METER)		
WIF_ODO_RCNT (METER)											
	41211		Desired Idle Spe	ed RPM						16	602I



FIGURE 2

NOTE: It is not necessary to run the vehicle inside the shop once it has been allowed to warm.

2. Start the engine and then select the control function. Use the control function buttons to increase engine RPM between 2,400 to 2,500 RPM for a minimum of 30 minutes. See Figure 3.

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RPMDSD = 2400.00RPM					-
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500 15	12.5 10	7.5	5	2.5	0
	Desired Idle Speed RPM				1602J



- 3. Shut off engine at the desired soak location. Allow vehicle to soak for a minimum of 8 hours.
- **NOTE**: Regardless of outside ambient temperatures, the balance of this test procedure may be completed without bringing the vehicle into the shop. The vehicle must NOT be started until the 8 hour soak is completed.

Phase Two

- **NOTE**: If you are repeating Phase Two on a previously tested vehicle, it is not necessary to run the engine at 2,400 to 2,500 RPM for a minimum of 30 minutes again (Phase One).
- 1. After 8 hour soak, connect IDS and select Tool Box > Data Logger > Powertrain > Engine.
- 2. Clear all pre-selected PID boxes by pressing the clear button in the lower right corner of the screen. See Figure 1.



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NOTE: Do not start the engine until the DIST_TOT_VEH (DIST) PID, OIL_LOW_SW (MODE) PID and the RPM (RPM) PID are displayed in graph form as shown in Figure 10.

3. Select the DIST_TOT_VEH (DIST) PID, OIL_LOW_SW (MODE) PID and the RPM (RPM) PID. Click the check mark. See Figures 4a and 4b.

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AAT	AAT_UR	AAT_V	ACC_CMD #	ACP_PRESS	AC_DISBLE_TRQ	AC_LOWSW	AC_MED	AC_MSG_F	AC_REQ #	<u> </u>
(TEMP)	(FAULT)	(VOLT)	(MODE)	(PRESS)	(MODE)	(MODE)	(MODE)	(FAULT)	(MODE)	
AEIS_ACTION	AEIS_POSS	APP	APP1	APP1 [APP_D]	APP2	APP2 [APP_E]	AXLECC_STAT	B+	BARO	
(NUM)	(NUM)	(PER)	(VOLT)	(PER)	(VOLT)	(PER)	(MODE)	(VOLT)	(FREQ)	
BARO	BARO	BARO_UR	BARO_V	BCM_LOSTCOMM	BOO1	BOO2	BOOSTP_EVAL	BRKOVRD_POSS	BRKOVR_ACTION	
(PRESS)	(VACU)	(FAULT)	(VOLT)	(FAULT)	(MODE)	(MODE)	(MODE)	(NUM)	(NUM)	
CACT_V	CAC_T	CAC_UR	CC_VENTHOSE_ST	CLRDIST	CLRWRMUP	CMP_F	CYL_BAL_1	CYL_BAL_2	CYL_BAL_3	
(VOLT)	(TEMP)	(FAULT)	(FAULT)	(DIST)	(NUM)	(FAULT)	(MASS)	(MASS)	(MASS)	
CYL_BAL_4	CYL_BAL_5	CYL_BAL_6	CYL_BAL_7	CYL_BAL_8	DEF_CONC	DEF_LEVEL	DEF_TEMP	DEF_TYPE	DIST_AEIS	
(MASS)	(MASS)	(MASS)	(MASS)	(MASS)	(PER)	(PER)	(TEMP)	(FAULT)	(DIST)	
DIST_BRKOVRD	DIST_LAST_DPF	DIST_TOT_VEH	DIST_TRVL_EXFUL	DIST_TRVL_EXOL	DPF_INP	DPF_INP_V	DPF_REGN_AVGD	DPF_REGN_AVGT	DPF_REGN_STAT	
(DIST)	(METER)	(DIST)	(DIST)	(DIST)	(PRESS)	(VOLT)	(DIST)	(TIME)	(MODE)	
DPF_SOOT_INF	DPF_SOOT_OL	DPF_SOOT_PCT_CL	DPF_SOOT_PCT_OL	DTCCNT	EBP	ECT	ECT1	ECT1_V	ECT2	
(NUM)	(NUM)	(PER)	(PER)	(NUM)	(PRESS)	(TEMP)	(TEMP)	(VOLT)	(TEMP)	
ECT2_V	ECU_WAKEUP	EGRCBV #	EGRCOT_V	EGRTC	EGRTP_CMD #	EGRTP_MES	EGRTP_V	EGRVP	EGRVPDES #	
(VOLT)	(MODE)	(MODE)	(VOLT)	(TEMP)	(PER)	(PER)	(VOLT)	(VOLT)	(PER)	
EGR_A_ACT	EGR_A_CMD	EGR_EVAL	EGT11	EGT11_V	EGT12	EGT12_V	EGT13	EGT13_V	EGT14	ſ
(PER)	(PER)	(MODE)	(TEMP)	(VOLT)	(TEMP)	(VOLT)	(TEMP)	(VOLT)	(TEMP)	
EGT14_V	ENGIDL_TIME_TOT	ENGOFF_TIMER	ENG_CRANK	ENG_FUEL_RATE	ENG_IDLE_SD	ENG_ST_PCM	ENG_TIME_TOT	EOT	EOT_V	L
(VOLT)	(TIME)	(TIME)	(MODE)	(FLOW)	(MODE)	(MODE)	(TIME)	(TEMP)	(VOLT)	I
EXHGAS_EVAL	EXH_SYS_REQ	FANDC #	FANSS	FAN_F	FLI	FLP	FLP_DSD	FLP_V	FP #	l
(MODE)	(MODE)	(PER)	(RPM)	(FAULT)	(PER)	(PRESS)	(PRESS)	(VOLT)	(MODE)	
FP #	FPM_STAT	FP_RELAY	FRP	FRP	FRPC_STAT	FRP_DSD #	FRT	FRT_V	FUELMON_RDY	
(PER)	(FAULT)	(MODE)	(PRESS)	(VOLT)	(FAULT)	(PRESS)	(TEMP)	(VOLT)	(MODE)	
FUEL_RATE	FUEL_TIMING	F_PCV #	F_PCV_CUR	F_VCV #	F_VCV_CUR	F_VCV_F	F_VCV_FLT	GEAR	GENCMD #	ſ
(FLOW)	(ANGL)	(PER)	(CUR)	(PER)	(CUR)	(FAULT)	(FAULT)	(MODE)	(PER)	
GENCMD2	GENCMD_LF	GENCMD_LF2	GENFIL	GENMON	GENMON2	GENMON_FS	GENMON_FS2	GENMON_HZ	GENMON_HZ2	L
(PER)	(FAULT)	(FAULT)	(MODE)	(PER)	(PER)	(FAULT)	(FAULT)	(FREQ)	(FREQ)	
GENMON_LS	GENMON_LS2	GENVDSD #	GENVDSD2 #	GLOWPLUG_RLY	GP_LMP	GP_RELAY_CMD #	HSCAN_1st	HSCAN_2nd	HSCAN_3rd	<u> </u>
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FIGURE 4a

CENCHID2	CENCHID LE	CENCMD LE2	CENEU	CENTRON	CENHOR	CENHON ES	CENNON ES2	CENNON NZ	CENHOR H72	
(PER)	(FAULT)	(FAULT)	(MODE)	(PER)	(PER)	(FAULT)	(FAULT)	(FREQ)	(FREQ)	1
GENMON_LS	GENMON_LS2	GENVDSD #	GENVDSD2 #	GLOWPLUG_RLY	GP_LMP	GP_RELAY_CMD #	HSCAN_1st	HSCAN_2nd	HSCAN_3rd	Ŀ
(FAULT)	(FAULT)	(VOLT)	(VOLT)	(MODE)	(MODE)	(MODE)	(MODE)	(MODE)	(MODE)	
HSCAN_4th	HSCAN_5th	IAT11	IAT11_V	IAT1_UR	IGNCYL_EXFUL	IGNCYL_EXOL	INERTIA_SW	INJ1_OFF #	INJ2_OFF #	
(MODE)	(MODE)	(TEMP)	(VOLT)	(FAULT)	(NUM)	(NUM)	(MODE)	(MODE)	(MODE)	
INJ3_OFF #	INJ4_OFF #	INJ5_OFF #	INJ6_OFF #	INJ7_OFF #	INJ8_OFF #	INJ_F	INJ_Q_1_TOT	INJ_Q_2_TOT	INJ_Q_3_TOT	
(MODE)	(MODE)	(MODE)	(MODE)	(MODE)	(MODE)	(FAULT)	(MASS)	(MASS)	(MASS)	
NJ_Q_4_TOT	INJ_Q_5_TOT	INJ_Q_6_TOT	INJ_Q_7_TOT	INJ_Q_8_TOT	KEYST	LOAD	LOW_FUEL	MAF	MAFLRN_AIDLE	
(MASS)	(MASS)	(MASS)	(MASS)	(MASS)	(MODE)	(PER)	(MODE)	(FLOW)	(NUM)	
IAFLRN_IDLE	MAF_A	MAF_HZ	MAINPCM_V	MAP	MAP	MAP_DMD	MAP_V	MIL	MIL_DIS	
(NUM)	(FLOW)	(FREQ)	(VOLT)	(PRESS)	(PRESS)	(PRESS)	(VOLT)	(MODE)	(DIST)	
MISF_EVAL	MP_LRN	NMHC_CAT_EVAL	NOx11	NOX11_CORR	NOx12	NOX12_CORR	NOxLMP_TIME	NOxNTE_IN	NOxNTE_OUT	
(MODE)	(MODE)	(MODE)	(NUM)	(NUM)	(NUM)	(NUM)	(TIME)	(MODE)	(MODE)	
Dx_AFT_EVAL	NOx_HTR	O2S11_PCT	O2S12_PCT	OILCHNG_DAYS	OILQ_FUEL_INF	OIL_FUEL_INF	OIL_LAST_DIST	OIL_LOW_SW	OIL_REMAINING	
(MODE)	(MODE)	(PER)	(PER)	(NUM)	(PER)	(PER)	(DIST)	(MODE)	(PER)	
SOOT_CALC	OSS	OUTDR_TMP	PAT SENABL	PCM_TEMP	PM11	PM11_ACTIVE	PM11_REGEN	PMNTE_IN	PMNTE_OUT	
(MASS)	(RPM)	(TEMP)	(MODE)	(TEMP)	(PER)	(MODE)	(MODE)	(MODE)	(MODE)	
M_CURRENT	PM_FILT_EVAL	PM_HTR_DC	PM_SUPPLY_V	PM_TEMP	PTOIR_V	PTOTIME_TOT	PTO_ACTV_MODE	PTO_OP_STATE	PTO_RPM_DSD	
(CUR)	(MODE)	(PER)	(VOLT)	(TEMP)	(VOLT)	(TIME)	(MODE)	(MODE)	(RPM)	
PVT	PVT	PWRTRN_DRVMODE	PWR_MODE_KEY	PWR_MODE_QF	REALTIME	REDUCT_LINEST	REDUCT_LITERS	REGEN_ATT_EXFUL	REGEN_ATT_EXOL	
(PRESS)	(VACU)	(MODE)	(MODE)	(MODE)	(TIME)	(PER)	(CAP)	(NUM)	(NUM)	
RPM	RPMDSD #	RPM_VSS_RATIO	RUNTM	SPDCTRLCC_STAT	STARTENB_HI	STARTENB_LOW	STARTER_PROT	STRT_RLY	SUMP_OIL_T	1
(RPM)	(RPM)	(RATIO)	(TIME)	(MODE)	(MODE)	(MODE)	(MODE)	(MODE)	(TEMP)	
SYNC	TCBP	TCBP_DSD	TCBP_V	TIRECC_STAT	TOT_RGNTM_EXFUL	TOT_RGNTM_EXOL	TOT_RUNTM_EXFUL	TOT_RUNTM_EXOL	TQ_ACT	
(MODE)	(PRESS)	(PRESS)	(VOLT)	(MODE)	(TIME)	(TIME)	(TIME)	(TIME)	(PER)	
TQ_DD	TQ_ENGREF	TQ_FRICTION	VEHMODE	VEH_FUEL_RATE	VFDES	VGTDC #	VINCC_STAT	VPWR	VSS	
(PER)	(TORQUE)	(PER)	(MODE)	(FLOW)	(VOL)	(PER)	(MODE)	(VOLT)	(SPD)	
VS_LIMIT	WFS_V (VOLT)	WIF_1_DIST_TRVL	WIF_1_ODOMETER	WIF_2_DIST_TRVL	WIF_2_ODOMETER	WIF_3_DIST_TRVL	WIF_3_ODOMETER	WIF_4_DIST_TRVL	WIF_4_ODOMETER	

FIGURE 4b



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4. On the graph screen, select the OIL_LOW_SW PID in the upper LH corner of the screen and then click the plot format button. See Figure 5.

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DIST_TOT_VEH OIL_LOW_SW)				
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RPM 0.00RPM					\bigcirc
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0115 12.5	10	7.5	5	2.5	0
	Engine Revolutions Per Minute				1602L

FIGURE 5

5. In the OIL_LOW_SW PID dialog box, select the graph button and then click the check mark. See Figure 6.



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FIGURE 7

7. In the RPM PID dialog box, select upper limit button. See Figure 8.







8. Set the Auto Capture limits for the RPM PID. See Figure 9.

- A. Under the Set Limits section, press the down arrow until the upper limit is set to 400 RPM.
- B. Select the Auto Capture button.
- C. Select the Transition button.
- D. Click the check mark.



FIGURE 9

9. Once the OIL_LOW_SW (MODE) PID and the RPM (RPM) PID are displayed in graph form, start the engine and the recording will automatically begin when the engine RPM reaches 400. See Figure 10.

NOTE: The data capture button will be automatically selected for you.



10. Evaluate the recording data. See Figures 11 and 12.

- A. Select the Playback Display button to view the IDS recording.
- B. The recording automatically started when the RPM PID crossed the 400 RPM limit. This represents 0 (zero) seconds on the graph.
- C. Observe when the OIL_LOW_SW PID switched from "Low" to "Not Low".
- If the time is less than **3.25 seconds** the inspection is a PASS, no additional service is required.
- If the time is greater than **3.25 seconds** the inspection is a FAIL, and the engine front cover must be replaced following the procedures in Workshop Manual (WSM) Section 303-01C.
 - To place an order for the engine front cover, submit a VIN-specific Part Order contact via the SSSC Web Contact Site. The Part Order must include a file attachment containing a screen shot of the IDS recording demonstrating the fail condition. Attachments must be 1MB or smaller.
 - Send the IDS session file to Ford. See GSB G0000070 How To Send An IDS Session File Containing Recordings.



FIGURE 11



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FIGURE 12

