

FORD:

2011-2014 F-250, F-350, F-450

This article supersedes TSB **13-9-15** to update the vehicle model years, vehicle line application and Service Procedure.

ISSUE

Some 2011-2014 F-Super Duty pickup truck vehicles equipped with a 6.7L diesel engine may exhibit a runs rough/misfire condition only during the exhaust regeneration process. This condition typically occurs on light throttle tip in between 64-113 Km/h (40-70 MPH), and will not set diagnostic trouble codes (DTCs). The concern may be intermittent and a knocking noise may be present during the concern.

ACTION

Follow the Service Procedure steps to correct the condition.

SERVICE PROCEDURE

1. Did the customer indicate the message center displayed a Cleaning Exhaust Filter message prior to the concern?
 - a. Yes - proceed to Step 2.
 - b. No - this article does not apply. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) Manual for normal diagnosis.
2. Using Integrated Diagnostic System (IDS) or equivalent, retrieve DTCs from the powertrain control module (PCM). Are DTCs present?
 - a. Yes - this article does not apply. Refer to the PC/ED Manual for normal diagnosis.
 - b. No - proceed to Step 3.
3. Remove the left cylinder head. Refer to Workshop Manual (WSM), Section 303-01.
4. Replace all eight (8) exhaust valves and valve seals. Refer to WSM, Section 303-01. (Figure 1)

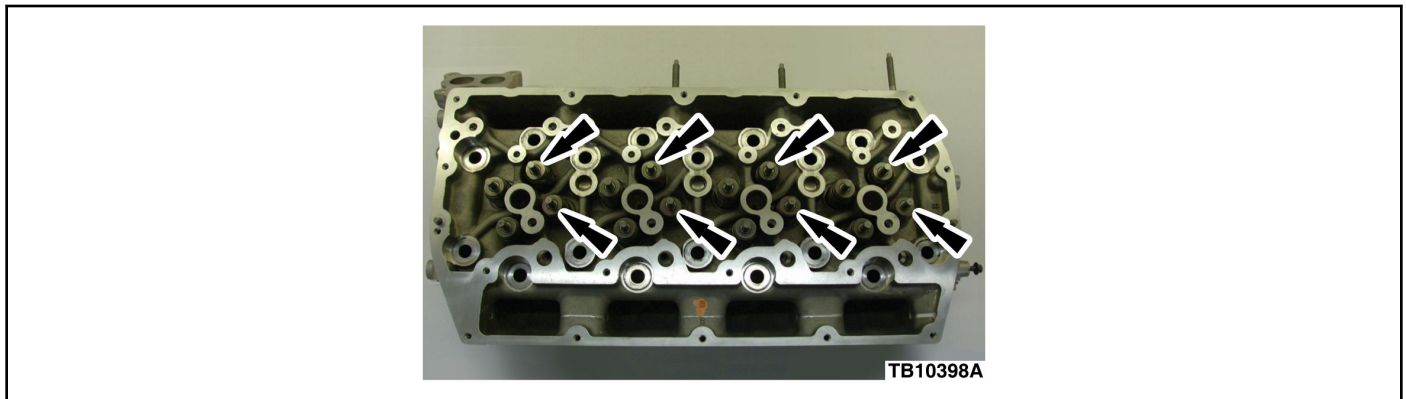


Figure 1 - Article 15-0124

5. Install the left cylinder head. Refer to WSM, Section 303-01.
6. Provide the customer with a copy of the Customer Information Sheet. (Figure 2)

NOTE: The information contained 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, Lincoln, or Mercury 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.

| PART NUMBER | PART NAME |
|---------------|--------------------------------------|
| BC3Z-9439-C | Upper Intake Gasket |
| BC3Z-9439-A | Upper Intake Gasket - (Inlet Large) |
| BC3Z-9439-B | Upper Intake Gasket - (Inlet Small) |
| BC3Z-6N640-A | Turbo Inlet Gasket Left Hand |
| W711402-S900 | Exhaust Manifold Nut |
| BC3Z-8287-A | Inlet Pipe Clamp (2 Req) |
| BC3Z-6587-A | Turbo Gasket |
| W713535-S900 | Bolts |
| BC3Z-8287-B | Down Pipe Clamp |
| BC3Z-9E464-B | Bypass Pipe Gasket |
| BC3Z-8527-A | Oil Separator O-Ring |
| BC3Z-6A632-A | Oil Separator Gasket |
| BC3Z-9448-A | Exhaust Manifold Gasket |
| W701706-S440 | Nut (8 Req) |
| BC3Z-8C387-B | RH Coolant Manifold Gasket |
| BC3Z-8C387-A | LH Coolant Manifold Gasket |
| BC3Z-8527-N | Heater Tube O-Ring |
| BC3Z-6065-B | Cylinder Head Bolts |
| F7DZ-6A008-AA | Cylinder Head Dowels |
| BC3Z-6051-D | Cylinder Head Gasket |
| BC3Z-6571-A | Valve Seal |
| CC3Z-6505-B | Exhaust Valve (8 Req) |
| BC3Z-6584-C | LH Valve Cover Gasket |
| BC3Z-6C535-A | Injector to Valve Cover Seal (4 Req) |
| BC3Z-9E964-A | Fuel Rail Supply Tube |
| BC3Z-8527-D | Fuel Supply O-rings |
| BC3Z-8527-E | Fuel Supply O-rings |
| BC3Z-9229-A | Injector Seal Kit (2 Req) |
| BC3Z-9229-B | Injector Seal Kit (2 Req) |
| BC3Z-9E464-B | EGR Outlet Gasket (2 Req) |
| W714852-S900 | EGR Outlet Tube Bolt (4 Req) |

| OPERATION | DESCRIPTION | TIME |
|-----------|--|-----------|
| 150124A | 2011-2014 F-Super Duty 250-450 Pickup 6.7L: Check DTCs Replace Eight (8) Exhaust Valves In The Left Cylinder Head Includes Time To Remove And Install The Left Cylinder Head (Do Not Use With Any Other Labor Operation Outside Of This Article) | 14.7 Hrs. |

TSB 15-0124 (Continued)

| OPERATION | DESCRIPTION | TIME |
|------------------|---|-------------|
| 150124B | 2011-2014 F-Super Duty 250-450 Pickup 6.7L: If Required, Additional Time To Remove And Install Fuel Shield To Access Lifting Point (Can Be Claimed With Operation A)(Do Not Use With Any Other Labor Operation Outside Of This Article) | 0.1 Hr. |
| 150124C | 2011-2014 F-Super Duty 250-450 Pickup (FX4 Model) 6.7L: If Required, Additional Time To Remove And Install Fuel Shield To Access Lifting Point (Can Be Claimed With Operation A)(Do Not Use With Any Other Labor Operation Outside Of This Article) | 0.3 Hr. |

WARRANTY STATUS:

Eligible Under Provisions Of New Vehicle Limited Warranty Coverage And Emissions Warranty Coverage
Warranty/ESP coverage limits/policies/prior approvals are not altered by a TSB. Warranty/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

DEALER CODING

| BASIC PART NO. | CONDITION CODE |
|-----------------------|-----------------------|
| 6505 | 42 |



Customer Information Sheet

Ford Motor Company welcomes you as a turbocharged diesel-powered truck owner.

Your F-Super Duty diesel truck will sound, drive, and operate differently than a gasoline-powered truck.

Operation and maintenance procedures are different on diesel-powered trucks.

Procedures are simple to follow and careful adherence to them will ensure that you take full advantage of the features of this engine.

Your truck is equipped with state-of-the-art engine and exhaust system technology.

These systems are integrated into your truck and are managed by the Powertrain Control Module (PCM).

The PCM manages engine combustion to allow the exhaust system's catalyst to trap and oxidize particulate matter soot pollutants.

Your truck is equipped with a diesel particulate filter (DPF). When DPF regeneration is required, a "Drive to Clean" instrument cluster message notifies the driver that the truck needs to be driven to allow DPF regeneration. For optimal vehicle performance, please follow this "Drive to Clean" message.

Trucks that idle for prolonged periods or that are frequently driven for short periods may experience a rough running condition. This occurs because the drive cycle is insufficient to allow DPF regeneration to complete.

If this occurs or your normal drive cycle is as described above, drive the truck at highway speed for at least 20 minutes. This enables the DPF regeneration cycle to complete and restores the system to normal operating condition.

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