



## TECHNICAL SERVICE BULLETIN

### 5.0L - Exhaust Mode Selection Not Available - Drive Mode Not Available Message In IPC - Built On Or Before 16-Apr-2018

18-2307

04 October  
2018

#### Model:

Ford  
2018 Mustang

**Issue:** Some 2018 Mustang vehicles equipped with a 5.0L engine built on or before 16-Apr-2018 may exhibit an Exhaust Mode Selection Not Available or Drive Mode Not Available message displayed in the instrument panel cluster (IPC). This may occur when attempting to change the exhaust mode or drive mode.

**Action:** Follow the Service Procedure steps to correct the condition.

**Warranty Status:** Eligible Under Provisions Of New Vehicle Limited 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.

#### Labor Times

Description	Operation No.	Time
2018 Mustang 5.0L: Retrieve DTCs And Reprogram The PCM (Do Not Use With Any Other Labor Operations)	182307A	0.4 Hrs.

#### Repair/Claim Coding

Causal Part:	RECAL
Condition Code:	04

### Service Procedure

- Check the vehicle build date. Was the vehicle built on or before 16-Apr-2018?
  - Yes - proceed to Step 2.
  - No - this article does not apply. Refer to Workshop Manual (WSM), Section 309-00D for normal diagnostics.
- Is the Exhaust Mode Selection Not Available or Drive Mode Not Available message displayed in the IPC?
  - Yes - proceed to Step 3.
  - No - this article does not apply. Refer to WSM, Section 309-00D for normal diagnostics.
- Using the appropriate Ford diagnostic scan tool or equivalent, retrieve DTCs. Is DTC P26FE and/or P2BFB stored in the powertrain control module (PCM)?
  - Yes - proceed to Step 4.
  - No - this article does not apply. Refer to WSM, Section 309-00D for normal diagnostics.
- Reprogram the PCM using the latest version of the appropriate Ford diagnostic scan tool.
  - NOTE: ADVISE THE CUSTOMER THAT THIS VEHICLE IS EQUIPPED WITH AN ADAPTIVE TRANSMISSION SHIFT STRATEGY WHICH ALLOWS THE VEHICLE'S COMPUTER TO LEARN THE TRANSMISSION'S UNIQUE PARAMETERS AND IMPROVE SHIFT QUALITY. WHEN THE ADAPTIVE STRATEGY IS RESET, THE COMPUTER WILL BEGIN A RE-LEARNING PROCESS. THIS RE-LEARNING PROCESS MAY RESULT IN FIRMER THAN NORMAL UPSHIFTS AND DOWNSHIFTS FOR SEVERAL DAYS.

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