

**FORD:**

2011-2016 F-Super Duty

This article supersedes TSB **15-0116** to update the Title, Issue Statement and Service Procedure.

**ISSUE**

Some 2011-2016 F-Super Duty vehicles equipped with a 6.7L diesel engine may exhibit a MIL on with DTCs P208E, P218F and/or P204F stored in the powertrain control module (PCM) memory due to urea crystals forming on the reductant injector nozzle.

**ACTION**

Follow the Service Procedure steps to correct the condition.

**SERVICE PROCEDURE**

1. Using Integrated Diagnostic System (IDS) service tool or equivalent scan tool check for DTCs. Are one or any combination of DTCs P208E, P218F and/or P204F stored in the PCM memory?
  - a. No - this article does not apply. Refer to the Powertrain Control/Emissions Diagnosis (PC/ED) manual for normal diagnosis.
  - b. Yes - proceed to Step 2.
2. Remove the reductant injector. Refer to Workshop Manual (WSM), Section 303-08.
  - a. Leave the electrical connector and reductant pressure line connected.
3. Using IDS, perform selective catalyst reduction (SCR) dosing measurement test four (4) times. Properly dispose of the diesel exhaust fluid (DEF).
4. Install 5.4L Rotunda® injector test tool 310-190 or equivalent onto the reductant injector.
5. Repeat SCR dosing measurement test one (1) additional time. Record the amount of DEF generated by the reductant injector.
6. Does the volume of DEF generated by the test meet the reductant injector specification of 40-50 ml (1.35-1.69 oz) during the test?
  - a. Yes - reinstall the reductant injector. The reductant injector is working correctly. Refer to WSM, Section 303-08.
  - b. No - replace the reductant injector. Refer to WSM, Section 303-08.
7. Clear DTCs.

<b>PART NUMBER</b>	<b>PART NAME</b>
AL3Z-5J281-A	Reductant Injector
BC3Z-5J287-A	Reductant Injector Gasket
PM-27-GAL	Motorcraft® Diesel Exhaust Fluid

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.

OPERATION	DESCRIPTION	TIME
160034A	2011-2016 F-Super Duty 6.7L: Diagnose And Replace The Reductant Injector If Necessary (Can Be Claimed With Operation B Or C) (Do Not Use With Any Labor Operations Outside Of This Article)	1.1 Hrs.
160034B	2011-2016 F-Super Duty 6.7L: If Required, Additional Time To Remove And Install Fuel Shield To Access Lifting Points (Can Be Claimed With Operation A) (Do Not Use With Any Other Labor Operations Outside Of This Article)	0.1 Hr.
160034C	2011-2016 F-Super Duty (FX4 Model) 6.7L: If Required, Additional Time To Remove And Install Fuel Shield To Access Lifting Points (Can Be Claimed With Operation A) (Do Not Use With Any Other Labor Operations 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
5J281	42