

## SB-10056718-4325

Technical Service Bulletin Number

TSB140117



## Technical Service Bulletin

### Subject

---

Fault Codes 555 and 556 Caused by Dust and Debris Ingestion on Ford® F-650 and F-750 Chassis

### Issue

---

The ISB6.7 CM2250 and ISB6.7 CM2350 B101 engines in 2012 and 2013 model year Ford® F-650 and F-750 chassis have experienced Fault Codes 555 and 556 for high crankcase pressure, which are found to be caused by worn or broken piston rings.

The piston rings have worn or broken due to dust and debris entering at the connection point between the turbocharger compressor inlet and the clean air intake hose; the result of the clamp at this connection point **not** being properly tightened

With time and vibration, the clamp would eventually loosen. As a result, the seal at the turbocharger compressor inlet would be compromised.

The assembly process was corrected at the Blue Diamond Truck Assembly Plant on 16 June 2014.

### Verification

---

Inspect the air intake hose clamp bolt at turbocharger compressor inlet for the proper torque.

If the clamp is **not** at proper torque, there will be a visible gap between the clamp tightening bolt and the spring case of the clamp.

See Figure 1 for clamp **not** at proper torque.

See Figure 2 for clamp at proper torque.

If clamp has already been removed, see Figures 3 and 4 that show dust and debris buildup where clamp seals at turbocharger compressor inlet.

With clamp at proper torque, area under the clamp is clean.



Figure 1: Gap indicating a clamp not at proper torque.



Figure 2: No gap present when clamp is at proper torque.



Figure 3: Buildup of dirt and debris on turbocharger compressor inlet.



Figure 4: Dust and debris entering connection point at turbocharger compressor inlet.

## Resolution

---

Reference QuickServe® Online for repair instructions.

When installing air intake tube between air filter housing and turbocharger compressor inlet, tighten both clamps to specified torque value.

### **Torque Value:**

9 N·m [ 80 in-lb ]

This is an original equipment manufacturer (OEM) malfunction that should be reviewed with the appropriate Ford® Dealer channels.

Advise the local Ford® Dealer to reference Ford® Special Service Message (SSM) 45003. If dust and debris ingestion condition is found, the repair and related damage is eligible for reimbursement through Ford® Warranty. Use causal base part number, 9B613.

## Warranty Statement

---

The information in this document has no effect on present warranty coverage or repair practices, nor does it authorize TRP or Campaign actions. Information Only - OEM Related Matter Not Covered By Cummins® - Contact Appropriate OEM Dealer or OEM Representative For Additional Information

## Document History

---

Date	Details
2014-9-2	Module Created
2014-12-18	Added torque value. Changed wording and order.
2015-2-12	none
2015-3-27	Updated Special Service Message number and causal base part number.

---

**Last Modified: 29-Mar-2015**

---

Copyright © 2000-2010 Cummins Inc. All rights reserved.