

**6.7L—ENGINE SHUDDER WITH OR WITHOUT TURBO
FLUTTER NOISE DURING STEADY THROTTLE—
900-1400 RPM—BUILT ON OR BEFORE 5/16/2012**

TSB 13-4-3

FORD:

2011-2012 F-250, F-350, F-450

The article supersedes TSB 11-12-14 to add a production fix date and update the Service Procedure.

ISSUE

Some F-Super Duty F-250-450 pickup truck vehicles equipped with a 6.7L diesel engine and built on or before 5/16/2012 may experience an engine shudder with or without turbo flutter noise around 900-1400 RPM with steady throttle. The issue may be more noticeable at high elevation, high ambient temperature and/or when driving up a slight incline. The concern is not present during regeneration or while using cruise control. Some vehicles that exhibit the concern may set diagnostic trouble code (DTC) P0299.

ACTION

Follow the Service Procedure to diagnose this concern.

SERVICE PROCEDURE

1. Check all continuous memory diagnostic trouble codes (CMDTCs). Are any DTCs present other than the P0299?
 - a. Yes - This article does not apply, refer to Powertrain Control/Emission Diagnostic (PC/ED) Manual and continue with normal diagnostics.
 - b. No - Proceed to Step 2.
2. Reprogram the powertrain control module (PCM) to the latest calibration using IDS release 83.01 and higher. Calibration files may also be obtained at www.motorcraft.com.

NOTE

SOME LIGHT SURGE CONDITIONS (I.E. ENGINE LUGGING) MAY STILL BE PRESENT UNDER CERTAIN ENGINE LOAD AND DRIVING CONDITIONS AFTER PCM RECALIBRATION. THIS IS A NORMAL CHARACTERISTIC DUE TO CUSTOMER DRIVING HABITS AND INCREASED THROTTLE INPUT MAY BE REQUIRED IN THESE SITUATIONS.

NOTE

PLEASE 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.

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.

NOTE: The information 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 or Lincoln 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.

TSB 13-4-3 (Continued)

OPERATION	DESCRIPTION	TIME
130403A	2011-2012 F-Super Duty F-250-450 6.7L: Check DTCs And Reprogram The PCM Includes Time To Clear Codes After Repair (Do Not Use With Any Other Labor Operations)	0.6 Hr.

DEALER CODING		CONDITION
BASIC PART NO.		CODE
RECALEM		04