

**FORD:**  
2008 F-Super Duty

This article supersedes TSB **08-16-1** to update the Service Procedure.

**ISSUE**

Some 2008 F-Super Duty 250-550 vehicles equipped with a 6.4L diesel engines and built on or after 1/3/2008 may require a calibration update which will cover several different concerns. See Service Procedure for complete details.

**ACTION**

Follow the Service Procedure steps to correct the condition.

**SERVICE PROCEDURE**

Reprogram appropriate vehicle modules before performing diagnostics and clear all diagnostic trouble codes (DTCs) after programming. For DTCs generated after reprogramming, follow normal diagnostic service procedures. Reprogram the Powertrain Control Module (PCM) to the latest calibration using Integrated Diagnostic System (IDS) release 58.4 with patch 5 or higher. This new calibration is not included in the VCM 2008.11 DVD. Calibration files may also be obtained at [www.motorcraft.com](http://www.motorcraft.com). When reprogramming the PCM on automatic transmission equipped vehicles the transmission control module (TCM) will also automatically be reprogrammed to the latest level. Calibration files may also be obtained at [www.motorcraft.com](http://www.motorcraft.com).

Please print out the customer information sheet attached to this TSB and insert into the glove box with the Owners Guide for future customer reference.

**NOTE**

REPROGRAMMING CONCERNS / ERRORS MAY BE CAUSED BY THE DATA LINK CONNECTOR (DLC) OR VEHICLE COMMUNICATION MODULE (VCM) BECOMING DISCONNECTED, LOW BATTERIES ON THE IDS OR THE IDS GOING INTO ANY TYPE OF SLEEP MODE, OR LOW VEHICLE BATTERY VOLTAGE. TO PREVENT VEHICLE BATTERY DISCHARGE DURING REPROGRAMMING A POWER SUPPLY CHARGER ROTUNDA NUMBER 162-00043 OR EQUIVALENT SHOULD BE USED. IF THERE WAS AN INTERRUPTION DURING REPROGRAMMING, MAKE SURE THE ORIGINAL IDS SESSION THAT WAS CREATED FOR THE VEHICLE IS NOT DELETED. IF THE ORIGINAL VEHICLE SESSION IS NOT USED OR DELETED BEFORE THE MODULES ARE COMPLETELY REPROGRAMMED, FURTHER REPROGRAMMING ERRORS CAN OCCUR. THE MODULE RECOVERY PROCEDURE IS NO LONGER AVAILABLE AND IT IS CRITICAL THAT MODULE SWAPPING IS NOT PERFORMED FROM VEHICLE TO VEHICLE. TO REGAIN COMMUNICATION WITH A MODULE THAT HAS BEEN ERASED DURING REPROGRAMMING, RESUME THE ORIGINAL SESSION ONCE THE IDS IS RE-BOOTED.

**Calibration Update Includes:**

1. Diagnostic calibration improvements for DTCs P0128, P0196, P1335, P0404, P0406, P246C, P2463, P006B, P2563, P0108, P0234, P1260, U0073 and P2263 set during key on engine running (KOER) self test.
2. Calibration improvements for DTCs P246C and P2463 only apply to power-take-off (PTO) equipped vehicles and vehicles that utilize stationary elevated idle control (SEIC).

**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, 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.

## TSB 08-25-9 (Continued)

3. Enhancements for vehicles that exhibit white smoke during diesel particulate filter (DPF) regeneration at ambient temperatures below 55 °F (13 °C). Follow normal Powertrain Controls/Emissions Diagnosis (PC/ED) diagnostics for symptom or DTC pinpoint test to verify no hardware concerns are present.
4. Revised pressure control valve (PCV) / volume control valve (VCV) learning tables for vehicles that exhibit DTCs P0087 and/or P2291 following replacement of the high pressure pump or major fuel system repairs. Reset the PCV / VCV learning tables and fuel injector parameters with IDS using the clear fuel injector parameters.

**WARRANTY STATUS:** Eligible Under Provisions Of New Vehicle Limited Warranty Coverage  
**IMPORTANT:** Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

OPERATION	DESCRIPTION	TIME
082509A	2008 F-Super Duty Automatic Transmission: Reprogram The PCM/TCM/IC Includes Time to Check For DTCs Authorization Decal Not Required (Do Not Use With 12650D)	0.5 Hr.
082509B	2008 F-Super Duty Manual Transmission: Reprogram The PCM/IC, Includes Time to Check For DTCs Authorization Decal Not Required (Do Not Use With 12650D)	0.4 Hr.

### DEALER CODING

BASIC PART NO.  
 RECAL

CONDITION  
 CODE  
 04



**Customer Information Sheet**  
**Vehicles built between August 3, 2007 – September 15, 2008**  
**with 6.4L Diesel Engine**

Your vehicle received revised / updated Instrument Cluster Message Center Information.

**DRIVE TO CLEAN EXHAUST FILTER**

Displayed when the engine control module detects the Diesel Particulate Filter (DPF) is full of particles (exhaust soot) and the vehicle is not being operated in a manner to allow normal cleaning. It is recommended the vehicle operator drive the vehicle above 30 MPH (48 Km/h) for at least 20 minutes to clean the DPF. This message will continue to be displayed until an adequate drive cycle is completed. This message is NORMAL.

**NOTE: If this message is ignored, your vehicle is operating in a manner which continues to fill the Diesel Particulate Filter (DPF) with particles (exhaust soot). If continued to be ignored, the “reduced engine power” light (Figure 1) will illuminate and engine power may be limited. The engine control module will continue to attempt to clean the filter. If the filter cannot be cleaned, the Check Engine Indicator Light (Figure 2) will illuminate and engine power may be further limited. Dealer service will then be required to restore your vehicle to full power operation.**



Figure 1



Figure 2

**NOTE: Diesel Particulate Filter (DPF) regeneration will not INITIATE at Idle or in Power-Take-Off (PTO) mode. When DRIVE TO CLEAN EXHAUST FILTER is displayed in the message center, PTO and/or Stationary Elevated Idle Control (SEIC) must be disengaged / inactive in order to properly clean the DPF.**

**CLEANING EXHAUST FILTER**

Displayed continuously when the vehicle has entered the cleaning mode. When the CLEANING EXHAUST FILTER message is displayed, various engine actions will raise the exhaust temperature in the Diesel Particulate Filter (DPF) system to where the exhaust filter is cleaned by burning off the particles (exhaust soot). After the particles are burned off, the exhaust temperature will fall back to normal levels. This message is NORMAL.

**WARNING: When the CLEANING EXHAUST FILTER message appears in the message center, do not park near flammable materials, vapors or structures until filter cleaning is complete.**

**EXHAUST FILTER DRIVE COMPLETE**

Displayed when the vehicle has completed an adequate drive cycle to clean the Diesel Particulate Filter (DPF). This message is NORMAL.

**WARNING: Do not park, idle or drive your vehicle in dry grass or other dry ground cover. The emission system heats up the engine compartment and exhaust system, which can start a fire.**

**Please keep this letter in your glove box for future reference.**

TB-9271-A