



TECHNICAL SERVICE BULLETIN

Incorrectly Illuminated MIL With DTC P008A And/Or P0420, No Other Driveability Symptoms

25-2072

06 March
2025

Model:

Ford 2025 Explorer	Engine: 2.3L EcoBoost Built on or before 24-Jan-2025
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Markets: North American markets only

Issue: Some of the vehicles listed in the Model statement above may exhibit an incorrectly illuminated MIL with DTCs P008A and/or P0420 stored in the PCM and no other driveability symptoms present. This may be due to the software level of the PCM.

Action: For vehicles that meet all of the criteria in the Issue and Model statements, follow the Service Procedure to reprogram the PCM to the latest software level.

Warranty Status: Eligible under provisions of New Vehicle Limited Warranty (NVLW)/Emissions Warranty/Service Part Warranty (SPW)/Service Part New Vehicle (SPNV)/Extended Service Plan (ESP) coverage. Limits/policies/prior approvals are not altered by a TSB. NVLW/Emissions Warranty/SPW/SPNV/ESP coverage limits are determined by the identified causal part and verified using the OASIS part coverage tool.

Labor Times

Description	Operation No.	Time
2025 Explorer 2.3L EcoBoost: Retrieve DTCs And Reprogram The PCM (Do Not Use With Any Other Labor Operations)	252072A	0.4 Hrs.

Repair/Claim Coding

Causal Part:	RECALEM
Condition Code:	04

Service Procedure

1. Connect a battery charger such as Rotunda GRX-3590 or DCA-8000 to the 12-volt battery.

NOTE: To prevent the battery saver mode from activating on the vehicle, make sure the negative cable of the charger is installed on a chassis or engine ground, and not the 12-volt battery negative terminal. Do not have the vehicle plugged into high voltage battery charger during programming. This can cause incorrect module programming. Make sure only the 12-volt battery charger is installed.

2. Reprogram the PCM using the latest software level of the FDRS.

NOTE: Advise the customer 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 relearning process. This relearning process may result in firmer than normal upshifts and downshifts for several days.

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.