



TECHNICAL SERVICE BULLETIN

Illuminated MIL With DTCs P0300:00 And P0316:00 Stored In The PCM

25-2293

03 July 2025

Model:

Ford 2024-2025 F-150	Engine: 2.7L EcoBoost
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Markets: North American markets only

Issue: Some of the vehicles listed in the Model statement above may exhibit an illuminated MIL with DTCs P0300:00 and P0316:00 stored in the PCM. This may be due to the software in 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.

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
2024-2025 F-150 2.7L EcoBoost: Retrieve DTCs, Monitor Pids And Reprogram The PCM Following The Service Procedure (Do Not Use With Any Other Labor Operations)	252293A	0.4 Hrs.

Repair/Claim Coding

Causal Part:	RECALEM
Condition Code:	04

Service Procedure

1. Perform a "Self-Test", running PCM CMDTC only and pulling Snapshot/Freeze Frame data using the latest software level of the FDRS. Check Snapshot data for the ECT PID when P0300:00 triggered. Is the ECT PID between 60-75 degrees C (140-167 degrees F) when DTC P0300:00 triggered?

(1). Yes - proceed to Step 2.

(2). No - refer to WSM, Section 303-07 Engine Ignition for normal diagnostics outside of this article. Repair is complete.

2. Connect a battery charger such as Rotunda GRX-3590 or DCA-8000 to the 12-volt battery. If the 12-volt battery is discharged, charge the battery. Refer to WSM, Section 414-01, Diagnosis and Testing.

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 the high voltage battery charger during programming. This can cause incorrect module programming. Make sure only the 12-volt battery charger is installed.

3. Reprogram the PCM using the FDRS scan tool.

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

4. Refer to the WSM for normal diagnostics of all DTCs documented in Step 1, not including P0300:00 and/or P0316:00. Repair as necessary outside of this article.

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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.