



TECHNICAL SERVICE BULLETIN

Inoperative BlueCruise And Lane Centering With DTCs U2018:51 Stored In The CMR And U0565:86 Stored In The IPMA

25-2512

23 October
2025

This bulletin supersedes 25-2104. Reason for update: update the labor times associated with the Service Procedure.

Model:

Ford 2022-2024 Expedition	Non-Lightning
2021 F-150	
2022-2024 F-150	
2021-2024 Mustang Mach-E	
Lincoln 2023-2024 Corsair	
2022-2024 Navigator	

Markets: North American markets only

Issue: Some of the vehicles listed in the Model statement above may exhibit all of the following conditions:

- Inoperative BlueCruise and lane centering
- DTC U2018:51 stored in the CMR
- DTC U0565:86 stored in the IPMA
- DTC U3000:49 is not stored in the CMR

This may be due to the software in the CMR.

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

Warranty Status: Eligible under provisions of New Vehicle Limited Warranty (NVLW)/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/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
2021-2024 F-150: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations)	252512A	0.5 Hrs.
2022-2024 F-150 Lightning: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations)	252512A	0.5 Hrs
2022-2024 Expedition/Navigator: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations)	252512B	0.3 Hrs
2023-2024 Corsair: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations)	252512B	0.3 Hrs
2021-2024 Mustang Mach-E: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations)	252512C	0.4 Hrs

Repair/Claim Coding

Causal Part:	3G590
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Service Procedure

1. Is the DTC U3000:49 also present in the CMR?

- (1). Yes - this article does not apply. Refer to WSM, Section 419-04B for normal diagnosis.
- (2). No - proceed to Step 2.

2. Connect a battery charger 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 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 CMR using the latest software level of the FDRS scan tool.

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