TECHNICAL SERVICE BULLETIN
Illuminated MIL With DTC P2450 Stored In The PCM

26-2432
15 October 2026

This bulletin supersedes 26-2238. Reason for update: update the Service Procedure to include diagnostics for the fuel vapor vent valve and the fuel tank isolation valve.

Model:

Ford 2021-2026 F-150	3.5L PowerBoost

Markets: North American markets only

Issue: Some of the vehicles listed in the Model statement above may exhibit an illuminated MIL with DTC P2450 stored in the PCM. This may be due to a concern with the fuel vapor vent valve and/or the fuel tank isolation valve.

Action: For vehicles that meet all of the criteria in the Issue and Model statements, follow the Service Procedure to replace the fuel vapor vent valve or the fuel tank isolation valve.

Parts - Parts To Inspect And Replace Only If Necessary

Service Part Number	Claim Quantity	Description
ML3Z-9D661-A	Only If Necessary (Up To 1)	Fuel Tank Isolation Valve
ML3Z-9D333-A	Only If Necessary (Up To 1)	Fuel Vapor Vent Valve

NOTE: All other parts/lubricants/fluids required by the WSM or instructed by the WSM to inspect and replace as necessary should be claimed outside of this article.

Claim Quantity refers to the total number of individual pieces required to repair the vehicle. This may differ from the number of service part number packages due to the unit of issue (UOI).

As Needed indicates the part is necessary but amount of the part may vary and/or is not a whole number. Parts can be billed out as non-whole numbers, including less than 1.

Only If Necessary indicates the part is not mandatory. Refer to the Service Procedure to determine the inspection/inclusion criteria.

Warranty Status: Warranty coverage limits and policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

Labor Times

Description	Operation No.	Time
2021-2026 F-150 Hybrid: Retrieve DTCs, Reprogram The PCM, And Check EVAP Integrity (Can be Claimed With B, C, D And E Or F)	262432A	0.4 Hrs
Extra Time To Program The ABS (Claim With A)	262432B	0.2 Hrs
Extra Time To Program The SOBDMC (Claim With A)	262432C	0.1 Hrs
Extra Time To Program The BECM (Claim With A)	262432D	0.1 Hrs
Extra Time To Remove Fuel Tank Isolation Valve, Smoke Test To Diagnose (Pass) And Replace The Fuel Vapor Vent Valve Perform Self-Test - PCM - KOEO EVAP Leak Test (Claim With A)	262432E	1.0 Hrs
Extra Time To Remove Fuel Tank Isolation Valve, Smoke Test To Diagnose (Fail) And Replace The Fuel Tank Isolation Valve Perform Self-Test - PCM - KOEO EVAP Leak Test (Claim With A)	262432F	1.0 Hrs

Repair/Claim Coding

Causal Part:	9D333
Condition Code:	42

Service Procedure

1. Using the latest version of the FDRS scan tool perform the "Self Test - PCM - KOEO EVAP Leak Test" application. Did DTCs P04EF and/or P04ED set with P2450?

(1). Yes - diagnose DTCs P04EF and/or P04ED first. Refer to the WSM, Section 303-13C and repair as necessary outside of this article. Proceed to Step 2.

(2). No - proceed to Step 3.

2. Perform the "Self Test - PCM - KOEO EVAP Leak Test" application. Did DTC P2450 return after resolving DTCs P04EF and/or P04ED (if present)?

(1). Yes - proceed to Step 3.

(2). No - repair is complete. Inform the customer that the condition may have been caused by overfilling the fuel tank. Advise the customer not to top off the fuel tank and to stop fueling when the fuel pump nozzle automatically shuts off for the first time.

3. Reprogram the PCM using the latest version of FDRS. Follow all on-screen instructions carefully to complete all required coordinated module software update(s), including:

- SOBDMC.
- ABS module.
- BECM.

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.

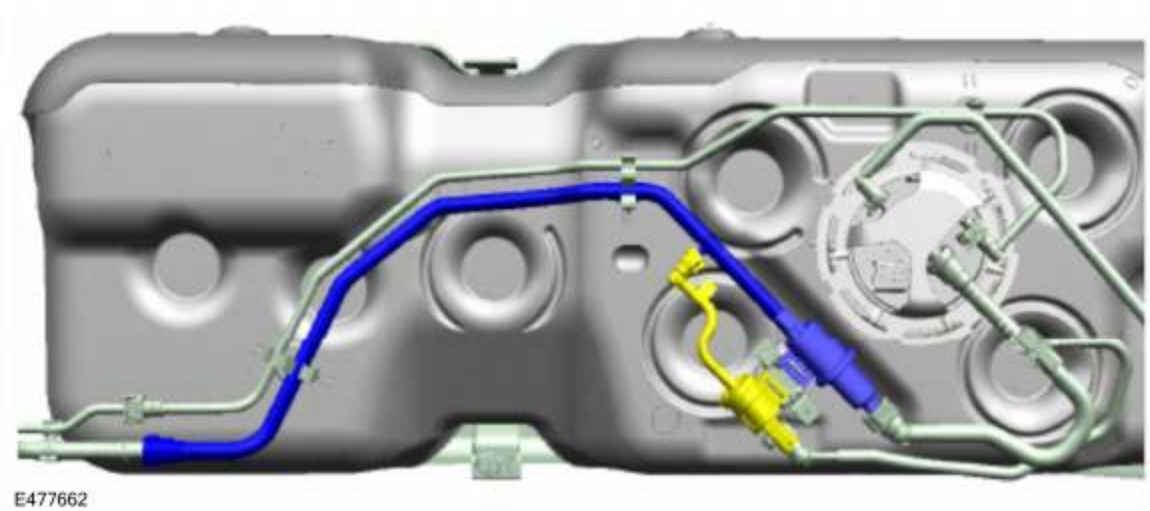
4. Verify the EVAP system integrity by running the "Self Test - PCM - KOEO EVAP Leak Test" application. Did the test pass?

(1). Yes - repair is complete. Inform the customer that the condition may have been caused by overfilling the fuel tank. Advise the customer not to top off the fuel tank and to stop fueling when the fuel pump nozzle automatically shuts off for the first time.

(2). No - proceed to Step 5.

5. Remove the fuel tank isolation valve. Refer to the WSM, Section 303-13C.

Figure 1 - View is from the top of the fuel tank. Fuel vapor vent valve is shown in blue, fuel tank isolation valve is shown in yellow



6. Using a smoke machine, apply smoke to the fuel tank isolation valve and inspect for smoke passing through the opposite side of the valve.

NOTE: The fuel tank isolation valve is a normally closed PCM controlled solenoid. When the fuel tank isolation valve is electronically disconnected from the vehicle, no smoke or air should pass through the valve.

7. Did the fuel tank isolation valve allow smoke to pass through the opposite side during the test?

(1). Yes - replace the fuel tank isolation valve. Refer to the WSM, Section 303-13C. Proceed to Step 8.

(2). No - the fuel tank isolation valve passed the test, reinstall the fuel tank isolation valve and replace the fuel vapor vent valve. Refer to the WSM, Section 303-13C. Proceed to Step 8.

8. Verify the EVAP system integrity by running the "Self-Test - PCM - KOEO EVAP Leak Test" application. Did the test pass?

(1). Yes - repair is complete. Inform the customer that the condition may have been caused by overfilling the fuel tank. Advise the customer not to top off the fuel tank and to stop fueling when the fuel pump nozzle automatically shuts off for the first time.

(2). No - perform normal diagnostics and repair as necessary outside of this article. Refer to the WSM, Section 303-13C

© 2026 Ford Motor Company

All rights reserved.

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.