TECHNICAL SERVICE BULLETIN
Active Air Dam (AAD) Stuck/Inoperative, "Active Air Dam System Fault See Manual" Warning Message In The IPC, AAD Hanging/Not Retracting, And/Or DTC C0604/C0630 Stored In The PCM

26-2448
26 October 2026

This bulletin supersedes 25-2236. Reason for update: Consolidate prior articles and revise the Service Procedure to add an AAD blade limit strap

Model:

Ford 2021-2026 F-150	Equipped with minor feature code A3KAD (Active Air Dam-Front)

Markets: North American markets only

Issue: Some of the vehicles listed in the model statement above may exhibit at least one of the following conditions:

- "Active Air Dam System Fault See Manual" warning message displayed in the IPC.
- AAD hanging/not retracting.
- DTCs C0604 and/or C0630 stored in the PCM.
- Stuck/inoperative AAD blade.
- Deformed AAD blade and/or static lower valance that inhibits normal up/down function of the AAD blade.

This may be due to the software in the PCM, damaged fasteners, and/or deformed AAD blade.

Action: For vehicles that meet all of the criteria in the Issue and Model statements, follow the Service Procedure to reprogram the PCM and repair the applicable AAD condition.

Parts - Parts To Inspect And Replace Only If Necessary

Service Part Number	Claim Quantity	Description	Note
NL3Z-17C756-A	Only If Necessary (Up To 1)	Active Air Dam Strap	F-150 Lightning
RL3Z-17C756-A	Only If Necessary (Up To 1)	Active Air Dam Strap	F-150 Non-Lightning
W705271-S437	Only If Necessary (Up To 2)	Active Air Dam Actuator To Blade Mounting Bolt	F-150 Lightning/Non-Lightning
W520822-S439	Only If Necessary (Up To 2)	Active Air Dam Actuator To Blade Mounting Nut	F-150 Lightning/Non-Lightning

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 the 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 3.3L/5.0L, 2.7L/3.5L EcoBoost: Retrieve DTCs, Reprogram The PCM, Inspect AAD Actuator Blade Mounting Bolt (Can Be Claimed With B, C, D, And E)	262448A	0.5 Hrs
2021-2026 F-150 2.7L/3.5L EcoBoost/PowerBoost: Additional Time To Replace Actuator Blade Mounting Bolts(s)	262448B	0.3 Hrs
2021-2026 F-150 2.7L/3.5L EcoBoost/PowerBoost: Additional Time To Install Limit Strap	262448C	0.7 Hrs
2021-2026 F-150 3.3L/5.0L TiVCT And Lightning: Additional Time To Replace Actuator Blade Mounting Bolts(s)	262448D	0.3 Hrs
2021-2026 F-150 3.3L/5.0L TiVCT And Lightning: Additional Time To Install Limit Strap	262448E	0.6 Hrs
2021-2026 F-150 3.5L PowerBoost/Lightning: Retrieve DTCs, Reprogram The PCM, Inspect AAD Actuator Blade Mounting Bolt (Can Be Claimed With B, C, D, E, G, H, J, K, L And M)	262448F	0.5 Hrs
Additional Time To Reprogram BECM (Can Be Claimed With Operation F)	262448G	0.1 Hrs
Additional Time To Reprogram SOBDM (Can Be Claimed With Operation F)	262448H	0.1 Hrs
Additional Time To Reprogram SOBDMB (Can Be Claimed With Operation F)	262448J	0.1 Hrs
Additional Time To Reprogram SOBDMC (Can Be Claimed With Operation F)	262448K	0.1 Hrs
Additional Time To Reprogram GFM2 (Can Be Claimed With Operation F)	262448L	0.1 Hrs
Additional Time To Reprogram ABS Module (Can Be Claimed With Operation F)	262448M	0.1 Hrs

Repair/Claim Coding

Causal Part:	17626
Condition Code:	34

Service Procedure

1. Reprogram the PCM using the latest software level of the FDRS. For hybrid and Lightning vehicles, follow all on-screen instructions carefully to complete all required coordinated module software update(s), including:

- BECM (Hybrid and Lightning)
- SOBDM (Lightning only)
- SOBDMB (Lightning only)
- SOBDMC (Hybrid and Lightning)
- GFM2 (Lightning only)
- ABS module (Hybrid and Lightning)

NOTE: For non-Lightning F-150 vehicles, advise the customer that the vehicle is equipped with an adaptive transmission shift strategy that 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.

2. Visually inspect the AAD actuator to blade mounting bolt. Is the bolt missing or broken?

(1). Yes - refer to WSM, Section 501-19 Removal and Installation > Active Air Dam (AAD) Blade to replace the bolt. Use the AAD actuator to blade mounting bolt and nut in the above parts list to repair the condition. Proceed to Step 3.

(2). No - proceed to Step 3.

3. Is DTC C0630 present, is the AAD stuck/inoperative, or is the blade/static lower valance deformed inhibiting normal up/down function of the AAD blade?

(1). Yes - proceed to Step 4.

(2). No - repair is complete.

4. Proceed to the appropriate vehicle powertrain specific procedure to install an AAD blade limit strap.

F-150 5.0L and 3.3L

1. Using FDRS Data Logger, manually command the AAD blade to the fully deployed position by setting the PCM PID “AAD_CMD” to 100% to gain access to the inner side of the static valance and air scoop.

2. Drill a 6 mm (15/64 in.) diameter hole in one of the fore/aft pad surfaces just off the centerline of the static valance making sure not to drill through the forward overlapping part (skid plate). (Figures 1-2)

Figure 1

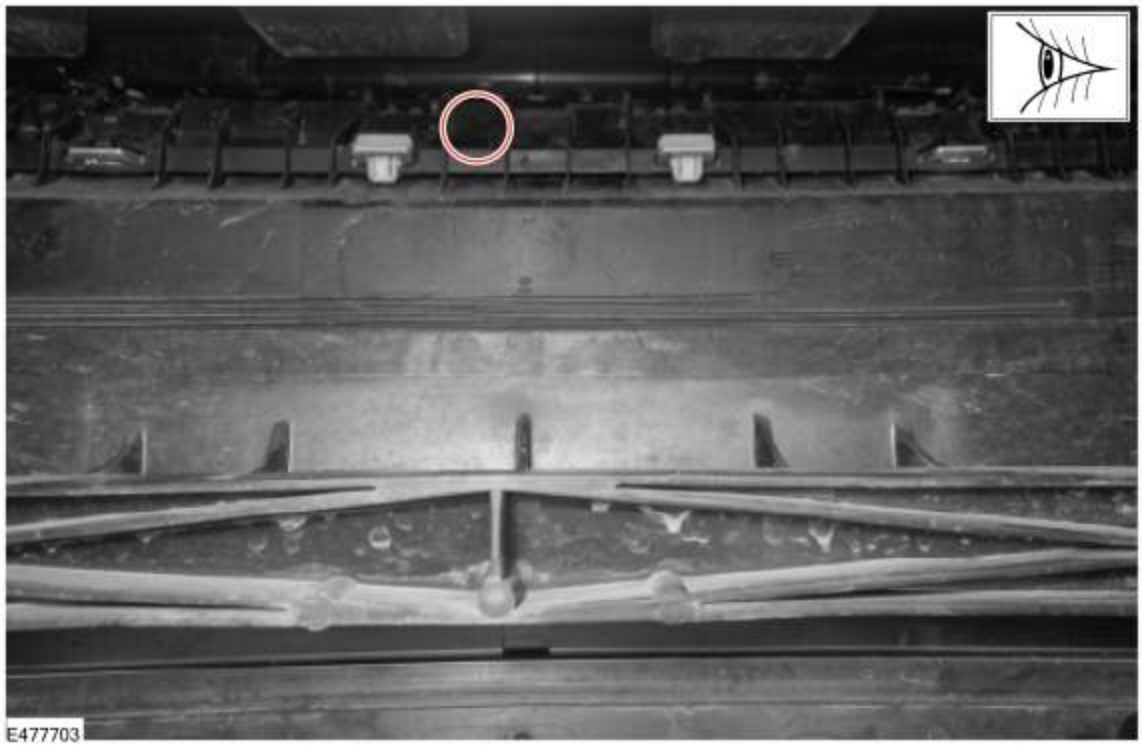


Figure 2

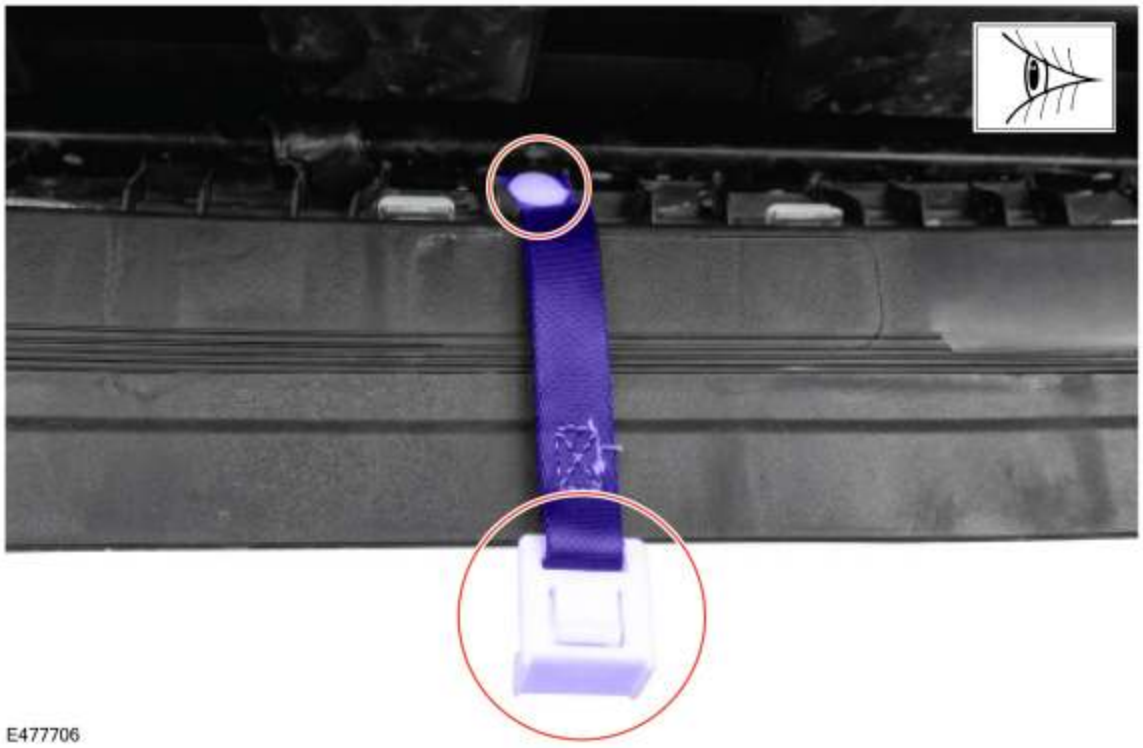


3. Insert the push pin end of the strap into the 6 mm (15/64 in.) drilled hole in the inner side of the static valance. (Figures 3-4)

Figure 3



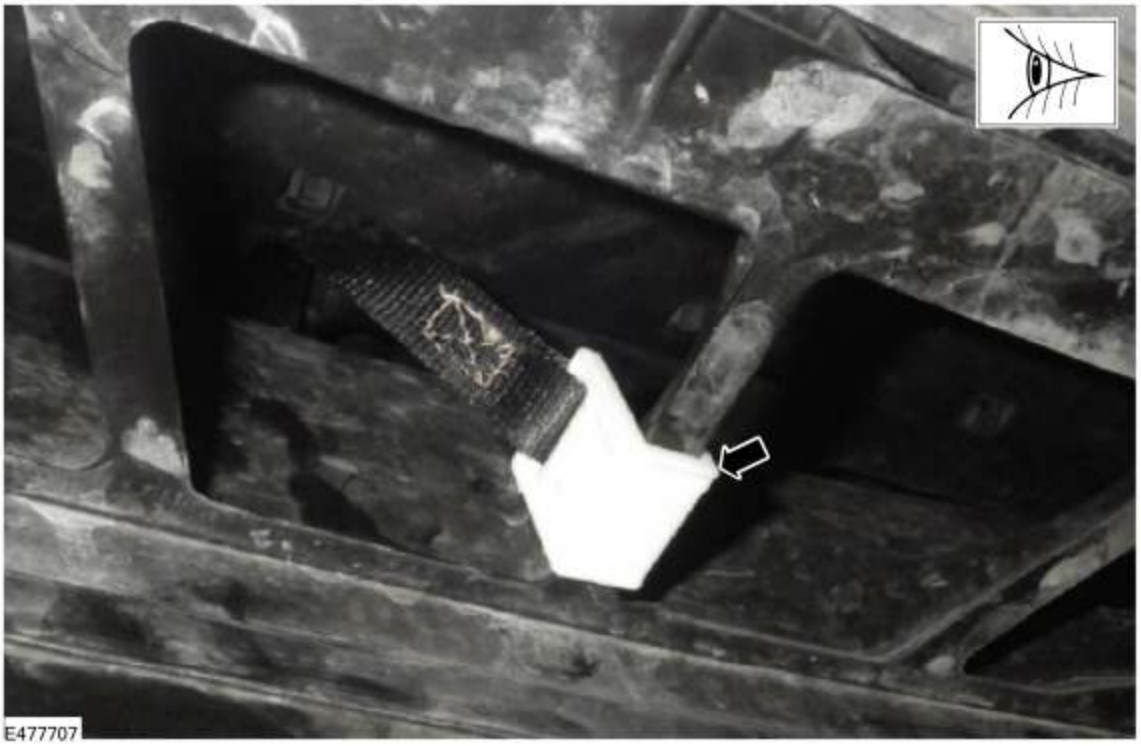
Figure 4



4. Manually command the AAD blade to the fully retracted position by setting the PCM PID “AAD_CMD” to 0%.

5. Hook the opposite clip to the center rib of the AAD blade. (Figure 5)

Figure 5



6. Manually command the AAD blade by cycling the PCM PID “AAD_CMD” from 0% to 100% and back to 0% to verify functionality.

F-150 2.7L EcoBoost, 3.5L EcoBoost and 3.5L PowerBoost

1. Using FDRS Data Logger, manually command the AAD blade to the fully deployed position by setting the PCM PID “AAD_CMD” to 100% to gain access to the inner side of the static valance and air scoop.

2. Remove the two lower bolts on the CAC lower bracket, then remove the lower bracket. Position and support the CAC up out of the way to allow clearance for the drill. Refer to WSM, Section 303-12 Intake Air Distribution and Filtering > Removal and Installation. (Figure 6)

Figure 6

NOTE: Make sure the CAC has ample support to prevent undue stress on the CAC intake pipes.



3. Drill a 6 mm (15/64 in.) diameter hole in one of the fore/aft pad surfaces just off the centerline of the static valance making sure not to drill through the forward overlapping part (skid plate).

4. Insert the push pin end of the strap into the 6 mm (15/64 in.) drilled hole in the inner side of the static valance as shown in Figures 3 and 4.

5. Manually command the AAD blade to the fully retracted position by setting the PCM PID “AAD_CMD” to 0%.

6. Hook the opposite clip to the center rib of the AAD blade.

7. Reinstall the CAC bracket and bolts. Refer to WSM, Section 303-12 Intake Air Distribution and Filtering > Removal and Installation.

8. Manually command the AAD blade by cycling PCM PID “AAD_CMD” from 0% to 100% and back to 0% to verify functionality.

F-150 Lightning

1. Using FDRS Data Logger, manually command AAD blade to the fully deployed position by setting the PCM PID “AAD_CMD” to 100% to gain access to the inner side of the static valance and air scoop.

2. Install the strap as shown in Figure 7.

Figure 7



3. Manually command the AAD blade to the fully retracted position by setting the PCM PID “AAD_CMD” to 0%.

4. Manually command the AAD blade by cycling PCM PID “AAD_CMD” from 0% to 100% and back to 0% to verify functionality.

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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.