

Model:

All - with 1.5/2.0L EcoBlue

Markets: All European markets

Summary

This communication should be used to determine how to interpret **DTC P2002** and help with vehicle diagnostics relating to Diesel Particulate Filter Issues on vehicles with **1.5/2.0L EcoBlue engine**. With some exceptions, all vehicles have Symptom Based Diagnosis (SBD) that utilize the same logic as this guide and SBD should be used for DPF diagnostic whenever possible.

Linked documentation:

- **21-7070** - Diesel Particulate Filter (DPF) - Diagnostic Information

Service Information

Diagnosing DPF issues - DTC P2002

The Diesel Particulate Filter (DPF) is a passive device with the sole function to filter soot from the engine exhaust gas.

Diagnostic Trouble Codes (DTC) P2002 will be confirmed (MIL ON) if the DPF has cracked and is allowing soot to pass through.

DTC P2002 has two statuses:

- DTC P2002 confirmed and **MIL ON**
- DTC P2002 not confirmed **without MIL**

The DTC status bytes determine if the DTC is confirmed and has MIL ON status.

P2002-00-XX

The last two digits **XX** in example P2002-00-XX are the status bytes, the first one of these determines if the DTC is confirmed and the MIL is ON:

| First Status Bytes: | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | NO MIL |
|---------------------|---|---|---|---|---|---|---|---|--------|
| | 8 | 9 | A | B | C | D | E | F | MIL ON |

E398661

| Item | Description |
|------|-------------|
| | |

DTC P2002 confirmed with MIL ON

This is an indication that the DPF has failed (cracked) and needs replacing.

Identify and correct any other powertrain DTCs before replacing the DPF, check for PCM calibration updates and apply if available.

DTC P2002 not confirmed without MIL

This is not an indication that the DPF has failed, DO NOT replace the DPF.

Other Diagnostic Tips

NOTE: DO NOT CLEAR THE DATA

It is essential that all other engine DTCs are resolved (not cleared), otherwise the DPF will likely fail again as it is operating in an environment outside of its design criteria.

It is essential that the vehicle is connected to the diagnostic equipment before any changes or resets are done. Some DTCs require five confirmed monitoring sessions (minimum five key cycles) and certain drive conditions to properly assess the status of the components / systems.

The use of stand-alone diagnostic tools (Snap-On/ Bosch, etc.) is acceptable as long as no reset is performed.

DTC P2002 should always be the last repair, all other upstream DTCs should be investigated and repaired first.

Finally, a comprehensive guide to DPF diagnostic is available in GSB **21-7070** - Diesel Particulate Filter (DPF) - Diagnostic Information

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