GENERAL SERVICE BULLETIN 24-7026

Malfunction Indicator Lamp (MIL) illuminated on the instrument cluster in conjunction with loss of power, poor idle or hesitation

21 March 2024

This bulletin supersedes 22-7049. Only refer to the electronic version of this GSB. Reason for update: The Service Information has been updated.

Model:

Puma - All Diesel engines
B-MAX - All Diesel engines
C-MAX - All Diesel engines
EcoSport - All Diesel engines
Fiesta - All Diesel engines
Focus - All Diesel engines
S-MAX / Galaxy - All Diesel engines
Kuga - All Diesel engines
Mondeo - All Diesel engines
Tourneo Connect - All Diesel engines
Transit Custom - All Diesel engines
Transit - All Diesel engines
Transit Connect/Tourneo Connect - All Diesel engines
Transit Custom/Tourneo Custom - All Diesel engines
Transit Courier/Tourneo Courier - All Diesel engines
Ranger - All Diesel engines
Ranger - Raptor 2022.75; All Diesel engines

Summary

This General Service Bulletin (GSB) provides information to assist in diagnosing air path issues on diesel engines where Malfunction Indicator Lamp (MIL) is ON in conjunction with loss of power, poor idle or hesitation.

Relevant air path DTCs:

- **P1102** Mass Air Flow Sensor In Range But Lower Than Expected
- **P1103** Mass Air Flow Sensor In Range But Higher Than Expected
- **P2279** Intake Air System Leak
- **P006A** MAP - Mass or Volume Air Flow Correlation
- **P00BC** Mass or Volume Air Flow "A" Circuit Range/Performance - Air Flow Too Low
- **P00BD** Mass or Volume Air Flow "A" Circuit Range/Performance - Air Flow Too High

Pending, Historical and MIL ON DTCs:

- DTCs can be set in normal vehicle operation (‘Pending’, ‘Historical’) and NOT set MIL ON. This does not indicate a failed part.
- Only DTCs and MIL ON require investigation.

• If any of the air path DTCs are set without Turbocharger or EGR DTC's then refer to the diagnostic checks in **Section 1**.

• If there are also Turbocharger, EGR (Exhaust Gas Recirculation) or other engine DTCs, investigate and address these first – they could be causing air path DTCs to be set. Refer to **Section 2**.

Mass Air Flow Sensor (MAF-Sensor) claims may not be paid if the checks in the IAT2 and MAF Symptom Based Diagnostic (SBD) have not been followed.

Service Information

Section 1

The following pictures are for illustration purposes and from various Ford models. The actual air induction components for each vehicle and engine are pictured in the MAF SBD which should be followed in all cases and is offered when this symptom is selected:

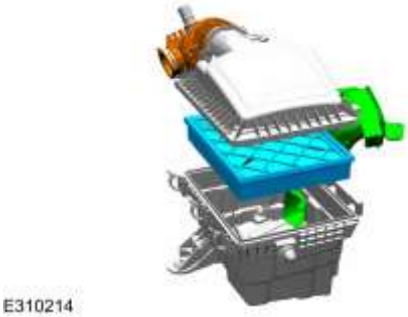
• **Driver aids and information-> Warning indicators / messages / chimes-> Indicators / warning indicators-> Constantly illuminated**

A damaged or distorted air cleaner element changes air flow to the TMAF-Sensor

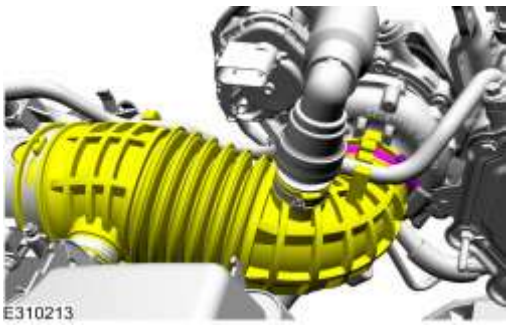
Air cleaner element misfitted


G1704256

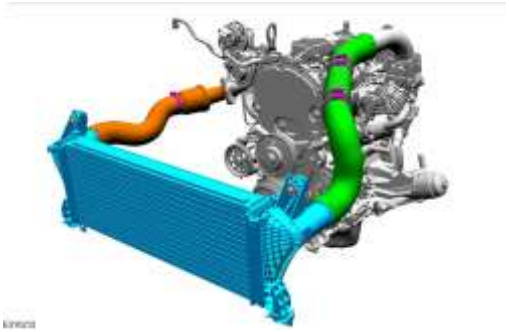
1. Inspect air cleaner element for debris, leaves, plastic casting flashing, ensure there are no blockages in the inlet or outlet.


E310214

2. Check the PCV hose is connected securely, check for damage or wear to the hose. Inspect the air cleaner to turbocharger hoses and ducts for damage, splits, kinks and collapsed condition, ensure all clips are secure.


E310213

3. Check the high pressure hoses and ducts Turbocharger to Intercooler to EGR throttle, to intake and EGR system for damage, splits, kinks and collapsed condition, ensure all clips are secure.



Section 2

Any air path component can cause DTCs that indicate the MAF Sensor reading is higher or lower than expected: The air cleaner, hoses, connections, and seals, PCV (Positive Crankcase Ventilation), EGR or Turbocharger systems can cause the MAF Sensor to read higher or lower than expected.

DTC (P1102/ P00BC). When EGR is active, MAF readings lower in normal operation; however, a EGR valve stuck open could set the DTCs (MAF reading lower than expected).

DTC (P1103/ P00BD). If EGR is active but is somehow restricted or partially blocked, this could set the DTCs (MAF reading higher than expected).

There have also been issues where in-range but higher or lower than expected IAT2 temperature (either in the TMAP-Sensor or standalone IAT-Sensor) have resulted in these MAF DTCs so ensure that IAT2 is reasonable after hot and cold soak periods and fix any IAT2 issues. The IAT SBD checks for in-range failures. The IAT2 sensor is either standalone or part of the TMAP Sensor.
