



TECHNICAL SERVICE BULLETIN

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

24-2251
21 August
2024

This bulletin supersedes 24-2087. Reason for update: To update the vehicle lines, model years affected, action and service procedure.

Model:

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

Markets: North American market only

Issue: Some 2021-2024 Mustang Mach-E/F-150, 2022-2024 F-150 Lightning/Expedition/Navigator, 2023-2024 Corsair vehicles may exhibit an inoperative BlueCruise and lane centering with DTCs U2018:51 stored in the CMR and U0565:86 stored in the IPMA without DTC U3000:49 stored in the CMR. This may be due to the software level of the CMR. To correct the condition, follow the Service Procedure to reprogram the CMR module using the latest software level of the FDRS scan tool.

Action: Follow the Service Procedure to correct the condition on vehicles that meet all of the following criteria:

- One of the following vehicles:
 - 2021-2024 Mustang Mach-E/F-150
 - 2022-2024 F-150 Lightning/Expedition/Navigator
 - 2023-2024 Corsair
- Inoperative BlueCruise and lane centering with DTCs U2018:51 stored in the CMR and U0565:86 stored in the IPMA without DTC U3000:49 stored in the CMR

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 Mustang Mach-E/F-150 2022-2024 F-150 Lightning/Expedition/Navigator 2023-2024 Corsair: Retrieve DTCs And Reprogram The CMR (Do Not Use With Any Other Labor Operations)	MT242251	Actual Time

Repair/Claim Coding

Causal Part:	3G590
Condition Code:	04

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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