2004 ford f250 diesel engine

Download

Download

The most recently reported issues are listed below. The contact owns a Ford F diesel. The contact stated that while driving 15 mph, excess smoke emitted from the exhaust pipe. The dealer was notified and stated that the egr cooler might be defective. The manufacturer was made aware of the failure and offered no assistance. The vehicle was not repaired. The failure and current mileages were 86, Is there anything that our government can do to helps alot of us with the problem we have with the Ford 6. Just tired!!!!! Problems head gaskets, injector, fuel rail, oil cooler, oil pumps fuel injector control module, pcm, 0 basically the whole 6. I bought this Ford F,6. I have had nothing but troubles ever since. It started not starting about 2 weeks after I bought it. The Ford house is no help at all. Ive had it there several times and all it done was cost me money. It has never stopped running driving down the road like the other complaints iv'e read. But it has left me stranded 50 or 75 times, sometimes it will run perfect for months and all at once it wont start. Showing no codes Ford says they cant do a thing. In July last summer it did it miles from home on vacation. I cant afford to take it to Ford, I cant trade it. What to do??. The contact owns a Ford f super duty diesel. The contact stated that the check engine indicator illuminated on the instrument panel. The dealer advised her to immediately bring in the vehicle for repair and they found an oil leak that leaked into the icp sensor. The current and failure mileages were less than 47, The flaw was correcte in later models. The turbo in my Ford pickup has been replaced twice. I have spoken to other people that have had the same problem. My pickup is a f with a turbo diesel engine. Now truck surges at low speeds, in parking lot and at stop light. If my foot is not on the brake, the truck will move forward! Serviced for problems 8 times over 36 months. Can't fix?. Engine surges and will increase speed by rpms with no contact to pedal. Taken to dealership several times numerous recalls and repairs to wireharness and erg valve have not cured problem. Vehicle lurched forward while being parked bumper striking light pole minor damage. Engine stalls at highway speeds put doesn't die. In wiring harness was replaced. Problem is worse from a stop accelerator will be depressed but truck will move only mph. Pumping the pedal a few times will bring back acceleration. Happens intermittently almost caused accident as I tried to merge into traffic and engine lost power. Ford super duty trucks with the 6-liter diesel engine, generally while towing a heavy trailer uphill, experience a high rate of turbo hoses blowing off. This creates a low power situation that leaves the truck without enough power to safely exit the roadway. On two-lane highways this is a serious safety concern. I have this truck, as do three of my acquaintances. Three out of four of us have had this happen. A search of Ford warranty repair records will confirm that this is a very common problem. Several acquaintances have had the problem more than once, in spite of Ford having done the repairs. The incident below involves a friend, not my own experience. I feel that this is a safety hazard that should be corrected with a recall of affected vehicles. I have an ongoing problem with my f with the 6. The vehicle has a problem in the mornings after it has not run for several hours, it smokes, runs rough, and has severe hesitation. Forb has a TSB regarding this issue but they were unable to fix it. The smoking and rough running is merely an inconvenience, but the hesitation is a huge safety concern. The vehicle will operate at idle speeds but once the throttle is depressed the vehicle will not accelerate. This condition can last as long as several minutes. I have had a number of near accidents upon leaving my driveway or parking lots and pulling into traffic. Once in traffic the vehicle wouldn't accelerate. This condition occurs nearly every morning, especially in the winter, and has resulted in a number of near crashes. The TSB states that this is a common problem that mainly occurs after the vehicles have miles. I first reported my problem to Ford at 17, miles. I have had the vehicle back to the dealer numerous times and they just don't know what else to do but the dealer admits there is a problem. Feel free to contact me for more questions. The service manager, dean, at rio valley Ford has extensive knowledge on my truck also. F diesel engine has uncommanded throttle advance. In traffic environment, I need to keep a large interval in case truck decides to advance throttle on its own. This situation rules out parking in the garage. Truck was purchased new from Ford, has been in shop 6 times for same problem. Purchased new f 6. Have returned vehicle numerous time with no trouble found. Subsequent recall came out and was performed in September Intent of recall was to address stated problems. Started experiencing problem again in February of Shop visit on 12 April revealed egr?? Problems reappeared the next morning. Will take to the shop for another round!!. F 6. Ford dealer has no idea of what could be causing problem. Have been unable to repair. Changed egr valve and a couple of other sensors. No change. We own a Ford F super duty with a 6. Twice during that period, I reported that the motor was very noisy when starting on a cold morning. After a few weeks gathering oil change information, a service advisor suggests taking it to the selling dealer, as they would be more disposed to fix the truck. The other service advisor says that they don't want to keep the work order open any more. The selling dealer couldn't help. After a lengthy process I get to the appropriate person at Ford who accepts my personal notes on the oil changes. But since the

truck now has over , miles on it, Ford won't do the work, even though the problem had been reported several times prior to the , mile limit. I believe the local dealer set me up so Ford wouldn't have to pay for the work. Very unsafe vehicle when this happens. This has occurred 7 separate times. Once after recall done thus recall did not fix the problem. Leery to drive now. Less than driven since. While accelerating on a hill, the engine would miss, appear to be trying to stall, and black smoke would come out of the tail pipe. The dealer had to replace the icp. Since these symptoms are similar to those described in recall 05s34, I thought my truck should be included. The service rep said they had several of these same problems on other trucks. This leaves the vehicle with a lack of power, requiring finding a safe place to pull off the road. Our f superduty has left us in the middle of no where 3 times. We would be driving the truck, park it and then try to start it back up and it would do nothing- this has happened twice. Once it just shut down while driving. Each time road side asst. Has come to get the truck. This purchase has been the biggest mistake and I do spread the word. By the way- it has been the o-rings and gaskets in the motor. The inner cooler tube for the turbo blew apart,filled with oil,causing the tubro to be replaced miles. While driving the truck shut off and just completely died. The driver was unable to control the vehicle because there were no brakes and no power steering. As a result the truck veered into oncoming traffic. Once the vehicle stopped the driver had to restart the truck. The key had to be turned back to neutral ,then try to restart. The truck was just at the dealership a week before this happened for a blown radiator hose. Ford has been notified of this incident, but will not return the consumer's phone call. The consumer is still trying to be in contact with Ford customer service. Complained of exhaust odor inside vehicle. Oil is leaking from the glow plugs onto the exhaust manifold. Serious fire hazard. I've taken the vehicle to the dealer to be "fixed" and this is my third trip. I had to slam on the brakes and shut it off! Very scary and dangerous!! Engine was cold, sat over night, in the morning tried to start vehicle, glow plug light turned off and engine was cranked, engine cranked slow but did not start and within seconds engine compartment burst into flames. Fire was extinguished with a fire extinguisher. Fire destroyed passenger side of engine compartment, smoke damage in cab. Cause of fire unknown at this time. Has not been determined if vehicle can be repaired. The engine stalled which caused the vehicle to loose power steering and power brakes. This is very hazardous when pulling a fifth wheel camper. There were a number of stalls that seemed to have been different from the original problem in that the vehicle begin to run rough prior to the stalling. The engine alos lost coolant. This is a serious safty issue at intersections. This occurred 1 day after dealership updated the engine computer code. The original cause to take the truck into the dealership was the power loss and massive engine shaking at idle as described by others. Engine backfired on interstate and since time has been worked on multiple times by selling dealership and Ford engineers. Whatever happened to the engine in caused it to loose power. The truck has been returned to dealership approximately 12 times since then with a power loss complaint that has yet to be fixed. When pulling out into traffic, the truck can and frequently does stall. Last month it stalled twice while attempting to cross a set of railroad tracks. The dealership has tried multiple remedies but has yet to fix the problem. The truck has been in the shop since Nov 6th They called yesterday to tell me it was fixed. Today is Nov 22, it is still there. It test drove it today and it stalled multiple times in the dealership parking lot. I left it with them. This is so dangerous, we were almost hit from behind by a 18 wheeler, the engine failed while exiting a ramp on I at 55 mph. I had to place the truck in nuetral, brake, turn and restart the truck without flipping over the edge of the ramp. The engine idles at different rpms, the vehicle will jerk forward while braking making it very dangerous in parking lots with pedestrians walking in front of the truck. I almost hit an elderly woman walking in front of the truck. It is not safe for children to be around this vehicle. The dealer has attempted to repair the truck four times without success. They have replaced diff sensors and re-calibrated fuel computer. I have had the truck since April 8. Around the middle of July it started hesitating and stalling. It would hesitate while going at any speed, at any time, whether going down the road or sitting still. While the motor is running, it will completely lose power, as if you had taken your foot completely off of the gas pedal. After a few seconds it will regain power, as if you put your foot back on the gas pedal. Several of these occurrences have been very close calls for crashes and could have been life threatening if not for other alert drivers. After "repairing" the truck the first time, I no more than got it home before it was doing the same thing again. After ordering some more parts and "repairing" the truck the second time, it started shaking violently after first starting and while idling. It is now back in the shop for the third time in less than 1 month. I have had my truck for a total of 4 days out of the last 21 and am very afraid of having an accident if they "repair" the problem again. Sudden and complete engine failure followed by reduced steering and braking. Bought f crew king ranch diesel in Jan. Vehicle idles down and dies while driving at speed limit. With foot on brake at intersections or stop lights vehicle accelerates on

it's own. While accelerating vehicle will die, then restart and lunge forward with acceleration. Has happened 5 times since purchase. Dealer has been unable to resolve. Ford motor has been uncooperative to any of my calls to consumer relations. Dealership is doing their best, Ford will not admit problems with this engine and system. Truck has been with dealer 2 weeks without resolve. Diesel engine bucks while in motion and most importantly when stopping. Sweet anti freeze smell inside truck. Ford refused to acknowledge problem until forced to perform a complete inspection as prescribed by the dispute settlement board. Then learned problem with turbo charger, coolant leak into engine. Non-performance happened over a 6 month period begining in June, While driving 55 mph, the vehicle stalled without warning. The consumer was unsuccessful at trying to restart the vehicle. The consumer took the vehicle to the mechanic, however the problem could not be duplicated. I purchased a new f diesel had so many oil leaking problems Ford bought that truck back from me and gave me a f diesel. I've been having the same oil leak problems with this truck. Everyone I talk too, is aware of this problem that Ford is having with these 6. Why hasn't there been a recall? This seems strange to me, I thought lock tight was for bolts. I had the 2nd truck for a week and took it in and lock tight was placed on the rear main seal of this truck. It has leaked since. Was back in the shop for the 3rd time, got it back and it is still leaking. I think it is very sad, I love my truck- but I can't deal with the constant oil leaks. Only have 20k on my truck at this time. What happens when there is k plus miles on these trucks. I brought the truck in at miles and they replaced the exhaust manifold. It didn't help. They said drive it, and see if it gets better. I have brought the truck in 5 times for the smell, and they can not fix the problem. Ford is telling me it's normal. I have friends with the same vehicle and they do not get the fumes coming through their vents. Sometimes the fumes are so strong that my eyes burn. My son will say open the windows because his eyes burn from the fumes. Car Problems. Diesel Engine problem 1. Diesel Engine problem 2. Diesel Engine problem 3. Diesel Engine problem 4. Diesel Engine problem 5. Diesel Engine problem 6. Diesel Engine problem 7. Diesel Engine problem 8. Diesel Engine problem 9. Diesel Engine problem Diesel Engine problems Car Stall problems. Gas Recirculation Valve egr Valve problems. Engine And Engine Cooling problems. Engine Exhaust System problems. Engine problems. Engine Shut Off Without Warning problems. Check Engine Light On problems. Engine Stall problems. Engine Cooling System problems. Engine Clicking And Tapping Noises problems. A majority of all used US imports have either been in accidents, been stolen, been flooded, salvaged and rebuilt and shipped to Europe or are subject to open recalls. For 30 years, CARFAX has been collecting data on US vehicles from thousands of sources and has helped millions of used car shoppers reduce their risk of getting stuck with a vehicle that has costly hidden problems. For more than 30 years, CARFAX has been helping millions of used car shoppers make better purchase decisions and avoid expensive hidden problems. In addition, CARFAX has helped used car dealers around the world to build trust with their customers and sell their American cars with confidence. With more than 14 billion records, CARFAX has built up its database with the help of its partners and sources, including government offices, law enforcement agencies, service and repair shops, car dealerships, insurance companies and many more. In addition to publicly available information, CARFAX has collected information from many independent reliable sources. Thanks for the service, the price was absolutely worth. Immediately to the Internet, paid with credit card and in 10 minutes I ha

dodge trailer wiring diagram 7 pin
holden viva service manual download
mercedes ml320 engine

d the report. Vehicle imported from California to Lithuania. For some weeks "Babs" is now with us and we have a lot of fun with the car. Buying Used American Cars? Search by VIN. Instant Access. We offer you unique vehicle history to help you make better purchase decisions. Trusted by millions of users. Worldwide market leader. The most popular blog articles How to detect mileage rollback? Mileage rollback is one of the most occurring types of fraud in the selling process of used cars. However, there are ways to detect mileage fraud. Even though odometer fraud is difficult to detect for the untrained eye, it is not an impossible task. Import a car from the USA. There are a few advantages to buying a American used car. Check the Service History of a Car. How important is the service history of a car? CARFAX takes a look at these questions and explains the importance of the service history of a car, as well as where you can find the complete history of service records. Make a VIN Search.