



BUREAU OF LAND MANAGEMENT



Equipment Bulletin

July 26, 2013

BLM-EB-2013-004

Subject: Potential for damage to the Air Intake Mass Air Flow (MAF) Sensor, Ford F-550 6.7L Diesel Engine

Issue: Damaged electrical connections to the MAF sensor can prevent the vehicle's air intake system and Diesel Particulate Filter (DPF) from functioning properly.

Required Action: Daily vehicle inspections should always include the MAF electrical connector to ensure the wiring has not been damaged or separated. The connector must be fully seated with the retaining clip locked to prevent the connector from losing contact with the sensor.

Recommended Action: (None)

Discussion/Background: When performing daily vehicle inspections, the MAF sensor's electrical connector must be disconnected to access the air filter. Prior to disconnecting the MAF sensor, ensure the vehicle ignition is in the off position so a fault code is not registered. When disconnecting the MAF sensor, grasp the connector on the tube portion of the air inlet cover; do not grasp the wiring. When reconnecting the MAF sensor, the connector must be fully seated with wires intact and the retaining clip locked.

In the event of a loss of connection, the Powertrain Control Module (PCM) will register a fault code and cause the Service Engine Soon (SES) light on the dash console to illuminate. When the SES light is on, the vehicle will be unable to perform a DPF regeneration. The vehicle must be taken to a Ford service facility to have the SES light reset; simply plugging the electrical connector back in will not automatically reset the light. If immediate action isn't taken, the DPF may become completely filled causing reduced horsepower and torque output, and will eventually lead to engine shutdown.

Additional Information: Support documentation identifying the location of the MAF sensor and related electrical connector can be found in the 2011-2013 [Ford Owner's Manual](#) Diesel Supplement Maintenance section, or the attached PDF.

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