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TECHNICAL BULLETIN		Mfg: FORD
	December 2009	Model: F-SERIES
	TB 2525	Liter: 6.4L
		V I N: R
		Year: 08-10

Random Ticking/Tapping Noises On
2008-2009 Ford 6.4L Diesel Engines

The AERA Technical Committee offers the following information regarding random ticking/tapping noises on 2008-2009 Ford diesel engines. Some 2008 F-Super Duty 250-550 vehicles equipped with a 6.4L diesel engines may exhibit a random engine ticking/tapping noise that is most noticeable when engine coolant temperature is 185° F (85° C) or higher and from base idle to approximately 1500 RPM. Some customers may complain that this noise becomes more evident after 3000-5000 miles have accumulated on the vehicle or after an engine oil change.

The Ford Service Department has determined the following information. The ticking/tapping noise is most noticeable at the rear of the driver's side front wheel well. 6.4L Powerstroke Diesel engines exhibit this normal audible condition (some engines will exhibit greater audible noise due to engine build variations). 6.4L Powerstroke Diesel engines are manufactured to tight tolerances in order to meet strict durability and reliability standards.

This noise is caused by the relationship between engine block, crankshaft journals, bearing inserts and oil viscosity / film. This relationship allows a pulsation that resonates through the cylinder block and is heard as a metallic ticking noise. This condition is present on all diesel engines; it is seemingly more audible in some of these Powerstroke Diesels.

Technological improvements and overall noise reduction in today's diesel engines make this issue seem new when in fact it was masked by other noises on previous engines. Other engine manufacturers report similar conditions in their diesel engines. Vehicle testing and engine tear down analysis have confirmed this condition will not affect reliability or long term durability of this engine.

Technicians and vehicle owners should not attempt to perform vehicle to vehicle

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noise comparisons. This may lead to incorrect conclusions and possibly ineffective repairs.

NOTE: do not attempt repairs for this normal noise condition. Replacing the engine or internal components will not reduce or eliminate the ticking/tapping noise. Please provide this bulletin to customers that inquire about this condition.

The AERA Technical Committee

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