



2004 F650/750 6.0L Diesel

-NOTE-
IF CONCERN IS FOUND, SERVICE AS REQUIRED.
IF THIS CORRECTS THE CONDITION, IT IS NOT
NECESSARY TO COMPLETE THE REMAINDER OF
THE DIAGNOSTIC PROCEDURE.

| | |
|---------------|-------------------------|
| CUSTOMER NAME | |
| MODEL YEAR | VEHICLE SERIAL NO.(VIN) |
| CHASSIS STYLE | |

Customer Concerns (Please list in this box)

| | | | |
|----------------------|--------------|---------------------|---|
| DEALER NAME | P & A CODE | 1863 CLAIM NUMBER | DATE |
| ENGINE SERIAL NUMBER | ODOMETER | TYPE OF SERVICE | |
| VEHICLE GVW | TRANSMISSION | AMBIENT TEMPERATURE | PERSONAL <input type="checkbox"/> COMMERCIAL <input type="checkbox"/> |

Hard Start and No Start Diagnostics (3 of 5)

15B. Glow Plug System (Components)

- Select the feed wiring loom for the glow plug side that failed.
 - Remove wires from the loom convolute.
 - Install Current Clamp around one of the four wires and perform the Output State Test (Figure N). After 40 seconds, measure amperage. Move clamp to remaining wires one at a time, measuring amperage each time.
- Note:** If any glow plug failed, use a DMM to perform steps 4 and 5.
- Check resistance in wire between glow plug relay and glow plug. (Figure P)
 - Check glow plug resistance to ground. (Figure R)

| Glow Plug No. | Record for Step 3 | Record for Step 4 | Record for Step 5 |
|---------------|------------------------------------|---|-----------------------------------|
| | Glow plug amperage (8.5 - 16 amps) | Glow plug relay to glow plug (0 -1 Ohm) | Glow plug to ground (.1 - 6 Ohms) |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |

16. Low ICP System Pressure

- Perform only the following low ICP tests if ICP was low during TEST 11.
- If the test result for System Function is Yes, **do not continue with the following tests for Low ICP.**

| Low ICP Tests | | |
|---|---|---|
| Test | Question | Result |
| 16 System function | Greater than 500 PSI (0.82v) ? | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 16 B IPR isolation | Audible air leak ? | Left <input type="checkbox"/> Yes <input type="checkbox"/> No Right <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 16 C IPR function | Audible air leak ? | Unplugged <input type="checkbox"/> Yes <input type="checkbox"/> No B+ applied <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 16 D Cylinder head isolation | Air leaks in cylinder head components ? | Left <input type="checkbox"/> Yes <input type="checkbox"/> No Right <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 16 E Discharge, rear branch, and connection tubes | Audible air leak ? | Discharge <input type="checkbox"/> Yes <input type="checkbox"/> No Rear branch <input type="checkbox"/> Yes <input type="checkbox"/> No Connection tubes <input type="checkbox"/> Yes <input type="checkbox"/> No |
| 16 F High pressure pump | Greater than 500 PSI (0.82v) ? | <input type="checkbox"/> Yes <input type="checkbox"/> No |

Refer to the PC/ED manual, Section 4 for more detail on all of the above test steps.

When troubleshooting a Hard Start/No Start or Performance concern, this form must be filled out to the point of repair and returned to receive warranty credit for diagnostic time for the following parts: Fuel Injectors (9E527), regulator-injection control pressure(9C968), pump assemblyhigh pressure oil (9A543), turbo charger assembly/pedestal (6K684), fuel pump (9350), IDM (12B599) and PCM (EEC)(12A650)
Test Point Figures and Tool Part Numbers are listed on the Following Pages with alternate methods using a DMM

What problems were found and what repairs were performed?

List Part Name, Number and Serial Number of parts replaced.
