

- **DRIVEABILITY—NO START/REPEAT STARTER FAILURE—REPEAT STARTER REPLACEMENT**
- **ELECTRICAL—STICKING OR BINDING IGNITION LOCK CYLINDER BETWEEN START AND RUN**
- **ENGINE—STARTING—STARTER STAYING ENGAGED AT START UP**

**Article No.  
03-20-5**

**FORD:** 1999-2003 EXCURSION, SUPER DUTY F SERIES

This article supersedes TSB **02-19-4** to update the service procedures and service part information.

### **ISSUE**

Some 1999-2003 SuperDuty and Excursion vehicles may exhibit the condition of starter staying engaged after releasing key from start position, repeat starter failure or a sticking/binding ignition lock cylinder. This may be due to:

- An Ignition Lock Cylinder Binding Not Fully Returning From Start To Run
- Short Condition On Starter Relay Circuit 113 (YE/LB) Or 1093 (TN/RD)
- Sticking Starter Relay
- An Internal Short In The Power Distribution Junction Box (PDJB)

### **ACTION**

If one of these conditions occur, inspect the starter and flywheel for damage and replace as necessary. Inspect the starter circuit for shorts including the Power Distribution Junction Box (PDJB) and verify proper cylinder lock function. Service as necessary. Use the following procedure to diagnose the starter circuit and system components.

### **SERVICE PROCEDURE**

To check for short in the starter relay circuit 113:

1. Check terminal #2 at starter relay for voltage with key in run position (move key from "OFF" to "RUN") with the engine off. If voltage is present, locate and repair short. If no short detected, continue with Step 2.
2. With starter relay terminal #2 removed and vehicle in park, monitor voltage at starter relay terminal after cycling ignition from START to RUN (Do not assist key back to run position).

- a. If voltage is present after cycling key returns to Run position, Connect NGS/WDS or Scan Tool and monitor PIDS. Check for KEY\_START and KEY\_RUN. If the KEY\_RUN PID is not seen after any KEY\_START PID, the ignition cylinder lock is seizing and must be replaced.

- For 1999-2001 vehicles, access the GEM (Generic Electronic Module) to view PIDS
- For 2002-2003 vehicles, access the HEC (Hybrid Electronic Cluster) to view PIDS.

- b. If key check is functioning properly and voltage is still present, check the starter relay for sticking by swapping with a known good relay and repeat Step 2.

### **NOTE**

**IF ALL OF THE ABOVE CONDITIONS ARE VERIFIED FOR PROPER OPERATION, THE ISSUE MAY BE CAUSED BY AN INTERMITTENT BINDING CONDITION IN THE IGNITION CYLINDER LOCK. PROCEED WITH REPLACEMENT OF IGNITION SWITCH LOCK CYLINDER (11582).**

### **IGNITION SWITCH LOCK CYLINDER REPLACEMENT PROCEDURE**

1. Disconnect the battery ground cable and wait at least one minute.
2. Insert the ignition key and turn it to the RUN position.
3. Insert a punch into the access hole (located in the lower steering column shroud, below the lock cylinder) and press the release button while pulling out the ignition switch lock cylinder.

**NOTE:** The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle.

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### NOTE

**SOME VEHICLES DO NOT HAVE AN ACCESS HOLE AND REQUIRE LOWER SHROUD REMOVAL. REFER TO THE APPROPRIATE MODEL WORKSHOP MANUAL, IGNITION SWITCH LOCK CYLINDER REMOVAL AND INSTALLATION SECTION 211 IF ADDITIONAL DETAIL IS REQUIRED.**

4. Install new Ignition Lock Cylinder and verify proper function.

PART NUMBER	PART NAME
1L3Z-11582-AB	Ignition Lock Cylinder

**OTHER APPLICABLE ARTICLES: NONE**

**SUPERSEDES: 02-19-4**

**WARRANTY STATUS: INFORMATION ONLY**