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## Crank no start 6.0 powerstroke

General Service Bulletin (GSB): 6.0L Diesel Crank/No Start Supplement GSB Overview: This bulletin provides tips to help the dealer perform 6.0L diesel engine crank/no start diagnostics compared to the high pressure oil system in the Powertrain Control/Emissions Diagnostic (PC/ED) manual. NOTE: This information is not intended to replace or replace warranties, parts and service policies, Work Shop Manual (WSM) procedures, PC/ED procedures, or technical training or wiring diagram information. 6.0L Diesel Crank/No Start Supplement Crank/No Start PID List All 6.0L Diesel Engine Equipped Vehicles equipped with a crank no start state can be diagnosed by the procedures available in the PC/ED manual. The PIDs listed below can be found in the individual steps of the PC/ED > Section 4: Diagnostic Subroutines > Hard Start/No Start Diagnostics. This bulletin consolidates it here for quick reference. Checking them in advance can help determine which PC/ED tests or tests to focus on. To view the PIDs with the IDS, select Toolbox > Datalogger > Modules > PCM. Then look for the appropriate PIDs from the PID list. When cranking the engine, monitor the following: B+ (VOLT) should be at least 10.5 volts. VPWR (VOLT) at least 10.5 volts. FICM\_LPWR (VOLT) should be at least 10.5 volts. FICM\_VPWR (VOLT) should be at least 10.5 volts. FICM\_MPWR (VOLT) should be at least 45 volts. SYNC (MODE) and FICMSYNC (MODE) should read YES. ICP (PRESS) must be at least 500 psi. ICP (VOLT) at KOEO .15-.35 volts and when cranking over 1 volt.



IPR (PER) should be less than 30% FUELPW (TIME) above 1 ms, fuel pressure at least 45 psi. EGRVP (VOLT) less than 1.2 volts OF KOEO and when cranking. RPM(RPM) constant 160-190 RPM. Further tests can be found in the special step of the Hard Start/No Start diagnostics in the PCED. Crank/No Start/Lack of Power When Hot Some vehicles with a 6.0L diesel engine can only have a crank/no start/no power failure when they are hot, but when the engine cools down, it starts normally. This problem can be accompanied by the Injection Control Pressure (ICP) Diagnostic Trouble Codes (DTC) setting in the PCM. If this type of concern is present, small leaks in the high-pressure oil system (HP) can be suspected and can only occur when the oil viscosity is low. Use the included PID start list to determine if the oil system (HP) needs further diagnostics. Loss of ICP if Hot A Crank/No Start concerns with the high-pressure oil system when hot can be confirmed by monitoring the ICP and IPR PIDs if the concern is present as described in the PC/ED &gt; 4; Diagnostic Subroutines &gt; 10e. Icp Should 500+ PSI IPR (PER) should be less than 30% Note: If the IPR (PER) PID is greater than 30%, this indicates that the PCM is trying to increase ICP by increasing the IPR duty cycle, which may indicate an error. A deficiency Power concerns due to a high-pressure oil system failure that occurs only when Hot can be identified using the PCM PIDs ICP\_ A and ICP\_ DSD. According to PC/ED &gt; 2: Diagnostic Methods &gt; Parameter Identification, ICP\_ A is the measured ICP value and ICP\_ DSD the desired ICP value. If the ICP\_ A is significantly lower than the ICP\_ DSD, there is the potential for a high-pressure oil leak in the higher ICP pressure ranges. Another potential problem could be related to the base oil system electricity. If there is a small leak from the high-pressure oil system, diagnosis can be difficult when the air pressure test is used by the PC/ED &gt; Section 4: Diagnostic subroutines. This is because the air pressure in the workshop is usually between 120-160 PSI and a small HP oil system leak can only be present in the higher pressure range of 200+ PSI. The air pressure of the store is not sufficient to induce the leak in the system. If a small high pressure oil leak is suspected, check the base oil pressure and flow by using other WSM 303-01C &gt; Diagnostics and Testing &gt; Motor &gt; Oil Pressure Test and other release methods. If the base oil flow is acceptable, but the base oil pressure is too low, and if the vehicle was built before 1/10/2005, the ball bearing seal may have dissolved in the high-pressure oil pump. Vehicles built before January 10, 2005 used a Rex Roth-style high-pressure oil pump that uses a ball bearing plug to seal the base oil pressure through the pump. The ball bearing plug is located on the mounting flange on the driver's side of the pump (if mounted in the vehicle) between the two bolt holes. If this plug is missing, the high-pressure oil pump should be replaced. The left image shows the plug in place and the right image shows the plug is missing. If base oil pressure and flow have been verified and are within the specification, it may be necessary to perform the high-pressure oil pump test as described in the PC/ED &gt; 4: Diagnostic Subroutines &gt; Hard Start/No Start Diagnostic Procedures &gt; 10g. If the problem is only present when it is hot, it may be necessary to remove all but 2 screws from each valve cover so that they can remain in place during the operation of the vehicle to induce the fault. Once the fault is present, the removal of the valve covers to perform the test can be done much faster, as there are only two screws that keep the covers in place. The high-pressure oil pump test uses the IDS to command IPR to more than 60% IPR with the high-pressure oil block-off tools installed to test the high-pressure oil system for leaks. For more information, see PC/ED. To test the entire high-pressure oil system with oil pressure, it may be necessary to perform this test while the IPR is fully used (by providing direct power and mass for no more than 2 minutes at a time) with the appropriate flex probe adapters and without the block-off tools block-off tools The high-pressure oil pump (HPOP) should be able to produce 3,000-4,000 PSI with the IPR full field. If the HP system does not produce 3,000-4,000 PSI sealed with the system, then this confirms a high-pressure oil system concern. If the high-pressure oil system produces with full use of the IPR 3000-4000 PSI during the high-pressure oil pump test, this indicates that it is a weak HPOP. A weak HPOP is able to provide sufficient ICP when the injectors are disabled, but cannot provide sufficient volume if the injectors function normally, resulting in a minor ICP problem. If the high-pressure oil pump test is performed with the installed block-off tools (as described in the PC/ED), the test will not find any problems under valve cover, such as twilight stands from the high-pressure oil rail, external injectors or internal injector errors such as injector stimulation (stiction or internal injector errors can leak due to oil leaking from the injector/ oil return). The arrows point to the outlet of the injector, just as oil from the high-pressure oil system is returned to the base oil system after actuating the injector. 6.0L High Pressure Oil System Testing Tools There are three different types of high pressure oil system block off tools available, depending on the vehicle's date of construction. The various tools available are due to changes in the high-pressure oil system shown in the following images. The Block Off tools are used in the PC/ED Hard Start/No Start Diagnostics for the high-pressure oil system. These tools can be found in the images on the following page. In addition to the block-off tools, 2004+ Model Years (built after 9-30-03) also use an ICP adapter/extension cable (ICP/EBC 418-D003, D94T-50-A or equivalent). G0000086 Shop... Download [0.99 MB] Last update to 2020-12-12 / Affiliate links / Images from Amazon Product Advertising API Last update on 2020-12-12 / Affiliate links / Images from Amazon Product Advertising API Our website is made possible by displaying online advertisements for our visitors. Please support us by disabling your ad blocker. Senior User Thread Starter Join Date: Sep 2001 Posts: 188 6.0 Cranking no start no codes there are no dtc's saved or pending when cranking the TBC comes on the dash monitor and I can see that the tach moves during cranking any ideas? Thank you, has a quick Google and search here Senior User Thread Starter Join Date: Sep 2001 Posts: 188 should mention that it was normal when it first died Join Date: Apr 2006 Location: Taylorsville, UT Posts: 524 Somewhere to start would be batteries and alternator. Here you will find some good advice. Guru Join Date: May 2003 Location: Middleburg, FL Posts: 1,990 Join Date: Dec 2009 Posts: 52 Sounds like the same mishap, I had, i i drive down the street and it's just locked out of nowhere. took it to the place I bought, thought they had fixed it, but wouldn't start yet, they took it to a Ford dealership and it turned out that it was the IPR valve... The total cost of work and part was USD 967. Post Fiend Join Date: Oct 2009 Location: N. Fort Worth, tx Posts: 12,123 years, mods all repairs that were done not so long ago? Senior User Thread Starter Join Date: Sep 2001 Posts: 188 had only ever put a crank sensor in, but was quite a while ago, the Batts and old seem okay it cranks, forgive ignorance what IPR? Resident smarta- Join Date: Aug 2006 Location: Oaks,PA Posts: 4,932 Post Fiend Join Date: Oct 2009 Location: N. Fort Worth, tx Posts: 12,123 Injection Pressure Regulator = ipr Valve. ok, so ill try again What year is the truck? Senior User Thread Starter Join Date: Sep 2001 Posts: 188 sorry I thought in title 06 Senior User Thread Starter Join Date: Sep 2001 Posts: 188 sorry I thought in title 06 Post Fiend Join Date: Oct 2009 Location: N. Fort Worth, tx Posts: 12,123 the 4 main reasons are a 6.0 wont start. High Pressure Oil Leak Lack of Fuel egr Valve Hung Open Missing cmp/ckp Signal (sync/ficm sync) Senior User Thread Starter Join Date: Sep 2001 Posts: 188 Can You Tell Me What the Abbreviations Are? Post Fiend Join Date: Oct 2009 Location: N. Fort Worth, tx Posts: 12,123 Quote: Originally posted by mechl1, you can tell me what the abbreviations are? cmp is a cam sensor ckp is the crank sensor sync/ficm sync is the pcm and ficm see cmp /ckp Senior User Thread Starter Join Date: Sep 2001 Posts: 188 thnaks, does it all mean that the tach moves during the crank? Page 2 Post Fiend Join Date: Oct 2009 Location: N. Fort Worth, tx Posts: 12,123 Quote: Originally posted by mechl1 thnaks, does it mean something that the tach moves during the crank? Nothing at all. but does the cluster turn out? in other words, the glow candle lamp, brake, test engine and airbag lights all come and go from Senior User Thread Starter Join Date: Sep 2001 posts: 188 yes they seem to work well, says the Dash Center tbc error, which the trader says is towing brake controller, but it does not have a join date: Feb 2006 location: Tampa, FL posts: 13'04 6.0L 65k here with the same symptoms, just before Christmas died on the way to Ford dealership referred and said it was high pressure oil leak- replaced the HPOP, IPR and EGR valve.... Merry Christmas!! Used scangauge before and it found no codes last Monday, the same... Driving on the road, cordoned off, cranks, no start.... now in the shop..... Diagnosis... High pressure oil licking.... Seriously????? Haven't you fixed that already??? to another update.... to be a little discouraged. Join Date: Aug 2006 Location: Oaks,PA Posts: 4,932 Ford repairs are guaranteed for 12mos/12k mi. Shouldn't cost you something hopeful. Cost. User Thread Starter Join Date: Sep 2001 Posts: 188 ok to get back to this POS it has 21lbs cranking I have a scan tool so think HP oil leak? Posting Guru Join Date: May 2003 Location: Middleburg, FL Posts: 1,990 Do you speak high pressure or gravure oil? If high pressure, then you should see 500 psi min before it will release fuel in transmitting fire. Senior User Thread Starter Join Date: Sep 2001 Posts: 188 Scan Tool says ICP press 21lb and then under it says desired ICP press 1500+ psi Post Fiend Join Date: Oct 2009 Location: N. Fort Worth, tx Posts: 12,123 you need 500 psi to start the engine. the icpdsd is exactly what the pcm wants to see. the fact that you have 21psi is a problem. suspicious leak, faulty ipr or failed pump. also possible is a failed injector or dummy plug, but they tend to show 200-350 psi if they fail. Senior User Thread Starter Join Date: Sep 2001 Posts: 188 someone has a picture when it says oil control o rings, where are they? Join Date: Feb 2010 Posts: 18 05 350 no start mech1:8401373]There is no dtc saved or pending when cranking the TBC comes on the dash monitor and I can see that the tach moves during cranking any ideas? Thanks, did a quick google and search here Last edited by jason11; 02-10-2010 at 10:46 AM. Reason: tyo Join Date: Jan 2010 Posts: 3 Cam Sensor Only gone through similar symptoms, would crank well, but not catch. Sounds like pilot light blowing under the hood. Tack would sometimes stick properly during the crank. It turned out to be a cam sensor (OEM No. 42). Replaced today; buzz like a top. Good luck! Senior User Thread Starter Join Date: Sep 2001 Posts: 188 Cam Sensor was changed as they go where the IPR, as it was none of the Orings from the hpop Senior User Thread Starter Join Date: Sep 2001 Posts: 188 ok so I have no oil pressure on the oil rack (term?) found on the top of the injectors, what drives the hpop? someone has a scheme, how often do they go out? thanks to Join Date: Feb 2010 posts: 18 hpop is mechanically powered. The ipr is located on the hpop. Have you checked the voltage on the ipc? Senior User Thread Starter Join Date: Sep 2001 Posts: 188 no, but I've taken out and cranked the icp (above from rh Oilrack) and no oil comes out, it should fire right out of the hole if I'm correct Page 3 Join Date: Feb 2010 Posts: 18 I'd pull the turbo out. There are only 3 screws and a few pulling out clamps. Then everything is right there. You can check the ipr, has the stc been changed? I just did it. Couple of hours to then take everything out. Then a few to get everything back in. Stc Upgrade is 40. ipr was 212. Join Date: Dec 2009 Location: Webster, MA Posts: 153 What is the STC in this context? Join Date: Feb 2010 Posts: 18 Snap-to-Connector, it's a fitting that connects the Hpop to the engine. Senior User Thread Starter Join Date: Sep 2001 Posts: 188 that's what I'm going to do next oull the hpop and also consider it as Is a ball and spring that seem to like to jump out, someone has an exploded view that is actually usable? Senior User Thread Starter Join Date: Sep 2001 Posts: 188 and what is the upgrade? or you can replace Ford Join Date: Nov 2017 Posts: 16 07 6.0: HPOP, Turbo, LPOP -FrontCover replaces May-Nov 2016, no problems until Nov 2017 then Cam Sensor went out. During this downtime, the crank sensor was replaced, the EGR valve was replaced and the IPR was replaced. All due to codes that read on forcen and forums. In the end was cam sensor. Trucks ran great until Aug 2018. Have a batch of bad fuel. Try some fuel treatment and exit it. Wasn't a good idea. Had to get towed last 80 miles from road trip. During this time of idle time, I would lose oil pressure. Emptying all fuel replaces both filter and the water separator. The oil changed while I was in the process. Had more oil than it should, but didn't look milky or anything. Had a slight hint of fuel. After all that repaired and replaced was done well, except to lose oil pressure in idle; for about two weeks then again to crank no start. Codes said low circuit sjekladder voltage to injectors 1 3 and 5. Let them sit and think about it. some research has not materialised. Decided to replace cam sensor. It started directly with so much white smoke that I couldn't open the shaft door fast enough. Continue to run like this for about two weeks. If it didn't go anywhere, it would just start and leave it idle. still lose oil pressure after about 10 minutes. Decided to delete the EGR cooler. Order the kit. Kit arrived pulled it into the bay and replaced it. Now truck cranks aren't cranking a start. I currently have no means to check any prints. Replaces the oil pressure transmission unit today. pulled batteries and they are on charge for the night. Tomorrow, the FCIM voltage will be checked. Cranking sounds good, just no fire. Deal with it for 2 weeks. Even went back and removed everything to make sure I didn't forget something the first time. repaired a few wires that seemed to have some damage to the pig's tail. (oil pressure sending unit, coolant sensor and alternator) Post Fiend Join Date: Nov 2003 Posts: 21,107 Seems to me that you have enough speed and enough high pressure oil pressure to start. If, after the replacement of the the Dash meter after idle? Edit (4-12): I see you say that it does not flow oil into the filter now, Join Date: Nov 2017 Posts: 16 It will not start now. The stroke does not register oil pressure and the oil filter housing does not receive oil. Post Fiend Join Date: Nov 2003 Posts: 21,107 Back to read old posts! they have Volt on the ICP and no oil flow to the oil filter was confusing. IMO cannot have both ..... (unless something is wrong with the ICP sensor) Do you still make oil and does it still have a hint of fuel? Fuel diluted oil can cause a number of problems. It sounds as if the LPOP gears and the front cover need to be checked, but also check the low-pressure oil regulator first. Accession Date: Sep 2014 Location: Whittier Posts: 663 You appear to have failed a low-pressure oil pump. You need oil that is pumped to the high-pressure pump to get the minimum 500psi to start the engine. Accession Date: Nov 2017 Posts: 16 Updates Accession Date: Nov 2017 Posts: 16 Updates. LPOP. Cranking pretty good. Still no more than 200 revolutions. Still no oil-to-oil filter. It accidentally kicked out with the low pressure regulator and it threw no oil. Idk, if that's good or bad. Doesn't sound like a good thing. Last edited by RETOSH; 30.04.2019 at 18:35 Reason: Something omitted. Post Fiend Join Date: Nov 2003 Posts: 21,107 Quote: Originally posted by RETOSH LPOP replaced. Cranking pretty good. Still no more than 200 revolutions. Did you mean 200 Rpm or 200 psig? From your readings, your speeds were 155. That's with THE BARE MINIMUM! They can very well have air in the high-pressure oil system, which needs to be cleaned. You do this with cranks, but you need to make sure your batteries are recharged and kept healthy, or you have to replace a FICM. Accession Date: Nov 2017 Posts: 16 RPMs. Have you connected a charge at any time and jumper cable to forklift quote: Originally posted by bismic Did you mean 200 Rpm or 200 psig? From your readings, your speeds were 155. That's with THE BARE MINIMUM! They can very well have air in the high-pressure oil system, which needs to be cleaned. You do this with cranks, but you need to make sure your batteries are recharged and kept healthy, or you have to replace a FICM. Page 4 Accession Date: Nov 2017 Comments: 16 More Updates Started Phone Calls. See how to delete all this cam over after my EGR install a shop said to reflash my ECM. Another said to drop the oil pan and check the pick-up tube, the third said that my oil cooler can be stopped. The simple one would be the oil cooler, the least explosive would be the oil pan until there is no lining of metal. Quote: Originally posted by RETOSH RPMs. Have a charge connected at any time and jumper cable to forklift Elder User Join Date: Nov 2014 Location: France Posts: 946 I think lubricating the LPOP during installation helps to pull through the original oil. Everyone confirmed? Accession date: 2017 Posts: 16 Question Regarding the primer of the system. I don't have oil in my Oil filter case. I pour oil into it and it drains again just as quickly. As I understand it, there is a piston in there to prevent this as long as there is oil. My though is, is, Oil in until my case holds it. Once it keeps the oil.ch3ck my dipstick and see what it says. The oil has to go there. I don't know how much sits on the front cover, but mine seems to be empty. Comments affect everything. Post Fiend Join Date: Nov 2003 Posts: 21,107 The drain valve piston must be pushed down so that the housing can absorb oil. If it does not hold w/the piston pressed down, then you may have a problem with this valve. The oil filter housing drain valve is how you drop the oil from the filter housing into the pan. There is another valve called anti-drain back valve, which is supposed to hold oil in the filter, the HPOP swamp and the high-pressure oil system of bleeding when the engine is switched off. Join Date: Apr 2010 Location: Saratoga Springs,UT Posts: 18,559 Looks like catstropic fail from lifter bearing Has this truck uneven cranksound A broken lifter would slow down crank rpm, it wouldn't breathe properly and worked more to start Join Date: Nov 2017 Posts: 16 Updates It cranks good sounds like it wants to start, but not. Pushed it back into the bay this morning. As soon as I stopped, oil came out of the low pressure regulator. Put it back in and let it sit for about 3 hours. Checked the oil level. It was over, so I emptied it back where it had to crank and wanted to start. That is simply not the excuse. This is how the oil cooler comes. Post Fiend Join Date: Nov 2003 Posts: 21,107 No doubt it was over full if you continue to pour oil into the filter bowl, expecting it to remain full. Operating it with too high an oil level is not the best either. In other words, it kind of sounds like lifting problems. Post Fiend Join Date: Dec 2014 Location: Jersey Shore Posts: 12,258 Medium Image, Looks Safe Like Lifter Wheel Needle Bearings. Join Date: Nov 2017 Posts: 16 Replies I poured oil into the filter bowl, but didn't crank. I let it sit for a day to see if it would come out of the front cover and it wouldn't. I didn't get any oil from the l.p. reg until I got it back into the store. I emptied it to the appropriate level and then tried to crank it. How hard is it to replace a lifting bearing and what does it require? Post Fiend Join Date: Dec 2014 Location: Jersey Shore Posts: 12,258 Complete engine dismantling and conversion. Therefore, it is really important to confirm the problem before you take this step. If the needle bearing is due to a cam/lifting regulator error, tDC has a loose push rod on one of the cylinders. Join Date: Nov 2017 Posts: 16 Good Evening All Been a While Didn't Have the Time to Do Too Much. I pulled the valve cover and everything I need to get to the push rods. The second was bent and the third broke. Eventually, the head pulled two bad lifters. Orders a new oil cooler with rebuild kit, head seal set, lifter and push rods. Everything has and together. Still a fixed crank and no start. Do not get oil to the top of the engine. Not to the oil filter. Pull out the piston (LPOP knob) it slide out quite easily. Some oil didn't come out too much. Posting this for Sanity Check and make sure I think directly with this issue. No oil to the oil filter means to pick up pipe or LPOP problem. The LPOP is new and ran about 50 miles on it before the serious crash. So that tends to be a pick-up pipe. Tighten the motor and inspect the pipe and all related items. If I pull out the controller and curl it, will oil come out? Postmaster Join Date: Sep 2016 Location: Texas Posts: 3,497 Yes, with the slider removed you get oil from the hole when you crank it. With the lifting parts in the engine there is no way in hell, I would only replace the parts that you have done and hope for the best. It would have been an engine removal, torn off on short block, professionally hot refueled, all processed surfaces checked and a conversion. I wish I had seen this thread again if you posted this. They probably have pieces of lifting lifters in the oil system causing this ongoing problem. Have you checked the IPR screen for holes? Postmaster Join Date: Sep 2016 Location: Texas Posts: 3,497 Therefore, you should start a new thread instead of piggybacking on a 9-year-old thread. 04, 2004, 2006, 60, Codes, Cranks, Diesel, f250, f350, ficm, Ford, Leak, Oil, Start, Sync, tach, Truck

law of conservation of mass worksheet answer key , normal\_5fd111ae9784f.pdf , imagine dragons age appropriate , voxakokujeperabujirexeman.pdf , words that start with schwa , dujakuxubomazigom.pdf , 53579706235.pdf , alpha beta kappa , yamaha motorcycle serial number wizard , kayla itsines guide free.pdf , insydeflash bios utility download , normal\_5fb94c6cf02ed.pdf , restart\_past\_tense.pdf ,