



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"/>

Performance Diagnostics (3 of 5)

17. Crankcase Pressure

- Measure at oil fill tube with crankcase pressure test adapter. (Figures P and R)
- Clamp off recirculation tube for crankcase breather.
- Measure at high idle, no load.

Instrument	Spec	Actual
Manometer or Magnehelic gauge		

18. Injector Disable

- Use scan tool to monitor EOT while running injector disable diagnostics.
- Collect and record Base Line values.
- Disable one cylinder at a time, collect, and record data.
- Calculate deviation from Base Line for each injector.
- Establish cut-off value to identify suspect cylinders.

Selected Cylinder	EOT	Average fuel rate	Deviation	Average engine load	Deviation
Base Line					
1					
2					
3					
4					
5					
6					
7					
8					
Cut-off values:		Fuel rate		Engine load	

If any cylinder is suspect, do Test 19.

19. Relative Compression

- Turn ignition key ON.
- Use scan tool to run Relative Compression Test.
- Crank engine for 15 seconds.

Cylinder Compression Test	Value
Cylinder 1 Relative Compression	
Cylinder 2 Relative Compression	
Cylinder 3 Relative Compression	
Cylinder 4 Relative Compression	
Cylinder 5 Relative Compression	
Cylinder 6 Relative Compression	
Cylinder 7 Relative Compression	
Cylinder 8 Relative Compression	

- If a Relative Compression Test and Injector Disable Test identify a suspect cylinder, check for a mechanical problem.
- If a Relative Compression Test does not identify a suspect cylinder, but the Injector Disable Test does, replace suspect injector(s).

20. Air Management

- Use scan tool to monitor data while running Air Management Test.

DTCs found

Correct problem causing active DTCs before continuing.

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 assembly/high 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.