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Share your FORScan experience with other users 20156.7regen Posts: 2 Joined: Mom Jan 29, 2018 1:46 pm Vehicle: 2015 Ford F250 6.7 Post by 20156.7regen » Mom Jan 29, 2018 2:02 pm Hello, New to the forum, I went using the iPhone forscan app and love it. I'm looking for a way to perform a manual regen and on my 2015 Ford F250 power strips. This is the lariat model and no details for the DPF show on any of my screens when browsing through the dash information center. Does anyone out there know about a way I can perform a manual short of buying an edge CTS? My vehicle is very hard compared to other diesels I've heard, I monitor the soot information via the iPhone and see that above 60% the truck is much harder, and not in active regens, but sounds like an older ford diesel coming down the road, you can hear it from various blocks away... thanks in advance for any help! Denbo Posts: 630 Joined: Mon Feb 06, 2017 3:00 p.m.: ford focus 16 zetec Post by denbo » Wed Feb 07, 2018 7:27 p.m.I would think, at 60% soot loading no tool would do a static regen due to the risk of burning the car..... More likely his axis. You cannot burn the ash My advice is to clear or replace the filter, then restore adjustments and check error log. 07-19-2015, 07:33 AM #1 Junior Member Joining Date: Nov 2010 Location: northport, maine Posts: 23 DPF regen issues at 6.7 ford Anyone worried about the lifeload on there DPF in a FORD 6.7? I get tents cleaning exhaust filter read about every 20 miles in my 2011 6.7 superduty. Dealer said just to drive it and it would clean itself up, it was a 100 mile ago still to come, every 20 miles or so. Do some internet research and I find out that FORD has this DPF (diesel particles filter) life lasting of 100,000 miles, though I'm halfway there I'm already struggling there. The replacement cost is 2600 at the trader. Think about doing a DPF remove mod (half the cost). My truck is now out of warrenty (5 years or 100,000 miles) , anyone out there in the RV country thinks about this?? thank you for all your input Scott 07-20-2015, 04:27 AM #3 Junior Member Join date: Nov 2010 Location: northport, maine Posts: 23 Hi and Thank you for the proposal. I check out there website and can't find anything on the 6.7 car. and it is very expensive to subscribe to the video series. but thank you anyway 07-20-2015, 10:03 AM #4 Senior Member Join date: Oct 2013 Place: Drip Springs, TX Posts: 169 Try thedieselstop.com

You choose 07-21-2015, 08:48 AM #5 Senior Member Join date: Sep 2014 Place: Noblesville, IN Posts: 293 I have a 2011 as well – have it for about 2 months. The advice I have was that you should for 20 minutes every so often. Cleaning Cleaning filter requires full operating temperature, which I don't get every day using it as my daily manager. After the TT is learned or run an edge that takes me on the highway for 15 minutes, I get the cleaning filter message MUCH less often compared to weeks where I'm in town all week. I'm no expert and may not be the facts straight, but if you're just driving short, in-town trips, it may be worth letting her run once a week (plus it's fun pushing the pedal down and feeling that fake tips!). Brian 07-21-2015, 09:40 AM #6 Senior Member Junction Date: Mar 2009 Posts: 448 Scott, when my 6.4 power stroke had similar symptoms, as well as rough; I found the EGR valve is stuck. Some guys take it out and clean it, I just have a new one and replace it and my issues have gone away. 07-22-2015, 05:34 AM #7 Junior Member Joining Date: Nov 2010 Location: northport, maine Posts: 23 I have an appointment with the dealer to see that on. I made it the other day apx 100 miles running mostly 55 mph still the message. it all started last winter. we barely drove it. Usually a fifth whl pulls off to florida, but has decided to stay at home this winter, BIG bug! Anyway I'll look at the EGR valve (or sensor?) maybe it is. I hesitate to drive it with the rig on. I've heard if it gets a real bad the truck will just go in limp mode and closed, stranding us . it would be bad. I also managed it with the cheapest fuel I could get might be part of the problem. 07-22-2015, 06:42 AM #8 Senior Member Joining Date: May 2014 Location: Kenyan MN, Gold Canyon AZ Posts: 328 You must stop by the Ford Truck Enthusiast Forum (FTE) and place your question there. . We have a number of trained mechanics there as well as a large community of many well-known enthusiasts. There is a reminder to the PCM from 2011-2014 6.7 trucks that apparently stemmed the tide of EGT Sensor failure Pull over safely now messages on the line. Correcting every 100 miles is not unheard of – but not necessarily the norm. Mine does it about every 150 miles when not to be teared. When tower, I have not seen it go in regen as the truck is building enough heat on its own to keep the DPF clean. Greetings - Randy & Dar 2015 F350 CC-DRW-409 Diesel / 2008 Anger A Ironing 4005 Toys Hauler / 2014 Arctic Cat Wildcat Trail-XT Sent from my iPad using iRV2 - RV Forum

Dar 2017 Thor Vegas 25.5 / 2014 Cedar Creek 40CFE Randy's Rod Shop & Manufacturing 07-22-2015, 07:07:07:23 AM #9 Senior Member Joining Date: Apr 2014 Posts: 227 My 6.4 is about 175 miles before I and I do not turn off the truck until it's done. Walk down the road takes it 14 miles for a cycle. I the temps using a Scan. 07-24-2015, 07:47 AM #10 Junior Member Join date: Nov Nov Location: northport, maine Posts: 23 Ok... just got it back from the dealer. they had a manual and the DPF was 67% limited. had to run by hand and 2x to clean it up. they also have the updated software to fix the regen issues. milage back up to 19 mph on another note someone has any luck with protecting the exhaust system from rust?? I know the high temple (1300deg) includes things like fluid film (which I use on the body and frame) thanks for all your support. I will definitely do a removal when this DPF goes bad (100,000 miles apx confirmed by dealer) scott 07-24-2015, 10:28 AM #11 Senior Member Junction Date: May 2014 Place: Kenyan MN, Gold Canyon AZ Posts: 328 Quote: Originally posted by Scottsand... just got it back from the dealer. they had a manual and the DPF was 67% limited. had to run by hand and 2x to clean it up. they also have the updated software to fix the regen issues. milage back up to 19 mph on another note someone has any luck with protecting the exhaust system from rust?? I know the high temple (1300deg) includes things like fluid film (which I use on the body and frame) thanks for all your support. I will definitely do a removal when this DPF goes bad (100,000 miles apx confirmed by dealer) Scott Glad to hear you are good now!!!! RE: Rust/outlet The outlet system on my 2015 Ford is all stainless with the exception of the floats that appear to be just mild steel wire and rust. Should be able to just clean up and hit it with silver or black braai paint I would think... I also use Liquid Film on my trucks. However, it did backfire on me. I filmed the truck last fall and now I want to install my AirLift airbag system. . Sure was slipping there... I finally injected everything off with Gunk and hit it with my pressure wasser to remove the FF so I could work on it... Groete - Randy & Dar 2015 F350 CC-DRW-409 Diesel / 2008 Rage'n Stryker 4005 Toy Hauler / 2014 Arktiese Kat Wildcat Trail-XT Gestuur van my iPad met iRV2 - RV Forum

Groete - Randy & Dar 2017 Thor Vegas 25.5 / 2014 Cedar Creek 40CFE Randy se Rod Shop & Vervaardiging 07-24-2015, 10:41 AM #12 Senior Lid Sluit datum: Sep 2014 Liggig: Noblesville, IN Poste: 293 Kwotasie: Oorspronklik gepos deur scottsandy Ok ... just got it back from the dealer. they had a manual and the DPF was 67% limited. had to run by hand and 2x to clean it up. they also have the updated software to fix the regen issues. milage back 19 mph on another note someone has any luck to protecting the exhaust system from rust?? I know the high temple (1300deg) includes things like fluid film (which I use on the body and frame) thanks for all your support. I will definitely do a removal when this DPF goes bad (100,000 miles apx confirmed by dealer) Scott Quote: Originally posted by Big-Foot Smooth to hear all good now!!!! RE: Rust/outlet The outlet system on my 2015 Ford is all stainless with the exception of the floats that appear to be just mild steel wire and rust. Should be able to just clean up and hit it with silver or black braai paint I would think... I also use Liquid Film on my trucks. However, it did backfire on me. I filmed the truck last fall and now I want to install my AirLift airbag system. . Sure was slipping there... I finally injected everything off with Gunk and hit it with my pressure wasser to remove the FF so I could work on it... Regards - Randy & Dar 2015 F350 CC-DRW-409 Diesel / 2008 Rage'n Iron 4005 Toy Hauler/2014 Arctic Cat Wildcat Trail-XT Sent from my iPad using iRV2 – RV Forum Randy - which Airlift model do you get? On board compressor? Scott - I read right - 19 mpg??? What kind of drive do you do (town, hwy, mix)? 07-24-2015, 10:09 PM #13 Senior Member Joining Date: May 2014 Location: Kenyan MN, Gold Canyon AZ Posts: 328 DPF regen issues on 6.7 ford Quote: Originally posted by purduepete97 Randy - which Airlift model do you get? On board compressor? Scott - I read right - 19 mpg??? What kind of drive do you do (town, hwy, mix)? I bought the AirLift Ultimate 5000 system with wireless onboard air. Spend all afternoon and part of the evening just installing the bags... What a pain... Greetings - Randy & Dar 2015 F350 CC-DRW-409 Diesel / 2008 Rage'n Ironer 4005 Toy Hauler/2014 Arctic Cat Wildcat Trail-XT Sent from my iPad with iPad with iPad with iRV2 - RV Forum

Randy & Dar 2017 Thor Vegas 25.5 / 2014 Cedar Creek 40CFE Randy's Rod Shop & Fabrication 08-03-2015, 02:32 PM #14 Member Nor'easters Club Join Date: Mar 2015 Posts: 34 Many Have to Do With Idle Time. If you let the truck sit and idled a lot it will pull the EGR cooler and can do the same to the DPF. Diesel engines need to get a workout or they will start with problems. I'll suggest it's being traded in. I traded my 2011 F250 6.7i in back in February and had a great deal on a new 2015 F350 6.7i. The new truck has the new larger turbo, new injectors and the best of all the outlet brake. I had to travel to get the truck. The only ones I found were in Ohio and Texas. The 2011 and 2012 6.7i use ceramic amounts in the turbo and are known to fail. I never had a problem with me, but I didn't want to wait for it. I'm glad I got the 2015. Mookie Page 2 08-04-2015, 05:50 AM #15 Junior Member Join date: Nov 2010 Location: northport, maine Posts: 23 ok update on the mileage. we get 18,6 now that everything has been separated. so almost back the way it was before the right. Mookie, I wish I could trade until 2015, it is not currently in the cards. Have not heard of the turbos going bad, other others if you don't use it, they tend to get stuck if not worked a little now and then. And yes, I probably made it a little more than usual this last winter, then not heading south and not pulling the RV all contributed to the build-up. so no longer of it for sure. 08-04-2015, 02:51 PM #16 Member Nor'easters Club Join Date: Mar 2015 Posts: 34 Sounds great, I'm glad you could get it out straight. I had a similar problem with my 2011 and I started using Rotella T6 Diesel engine oil. It helped with fuel economy, a little bit, but I noticed it wasn't regencing so much. Gooddrive and safe journeys! Michael McCarthy

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