



Ford Power Stroke® Diesel Operating, Maintenance & Care Tips

Maintained properly, this product will provide many years of strong, trouble-free service so use these maintenance and care tips for your engine. Refer to your Scheduled Maintenance Guide for a complete detailed list of your vehicle's maintenance needs.

Vehicle Service	6.0L Normal	6.0L Special*	6.4L Normal	6.4L Special*
Oil and Filter^{1,2}	Change every 7,500 miles	Change every 5,000 miles or 200 hours	Change every 10,000 miles	Change every 5,000 miles or 200 hours
Fuel Filter Change (both)¹	Change every 15,000 miles	Change every 10,000 miles or 400 hours	Change every 20,000 miles	Change every 10,000 miles or 400 hours
Coolant check/change³	Check every 6 months & Initial change 105,000 miles; subsequent changes every 45,000 miles	Check every 15,000 miles or 600 hours & change every 45,000 miles or 1800 hours	Check every 6 months & Initial change 100,000 miles; subsequent changes every 50,000 miles	Check every 20,000 miles or 800 hours & change every 60,000 miles or 2400 hours
Coolant Nitrite strength check³	Optional check every 15,000 miles or 600 hours	Check every 15,000 miles or 600 hours	Optional 20,000 miles or 800 hours	Check every 20,000 miles or 800 hours

* Special = Operating Conditions like Extensive Towing, Long Idle Time, Extended Low Speed Driving, Biodiesel Use, Off Road/Dusty Conditions

1 Use the Right Filters

- Ford Motor Company can only attest to the quality and exact size of the filters provided by Motorcraft®. Only Motorcraft® air, fuel, and oil filters were designed specifically for the demands of the Ford Power Stroke® diesel engine. Genuine Motorcraft® filters provide superior filtration and never require adaptors.

2 Use the Right Oil

- New API CJ-4 engine oil is required for 6.4L engine to meet federal emission standards. Vehicles equipped with the 6.0L engine can benefit from this same high performance oil as well. Operation of the 6.4L diesel engine requires Ultra Low Sulfur Diesel (ULSD) fuel.

3 Take Care of Your Coolant

- The coolant concentration should be maintained at 50/50 mix of coolant and distilled water. The level of coolant should be maintained at the "COLD FILL" range in the coolant reservoir. If you suspect any coolant system leaks or lack of cooling, pressure test the cooling system. Refer to your Owner Guide for additional information.
- Engine coolant system nitrite strength should be checked and serviced at the mileage or equivalent hour intervals specified by the maintenance schedule. Check coolant nitrite strength using the 3-Way Antifreeze Test Strip kit Rotunda # 328-00001 to determine if additive is required. If the nitrite strength is between 800 ppm & 300 ppm add 32 fl. oz. (946 mL) of Supplemental Coolant Additive Motorcraft VC-8 or equivalent. If nitrite strength is below 300 ppm flush & refill engine coolant (refer to Motorcraft Premium Gold Engine Coolant Change Record) – Do not add Supplemental Coolant Additive if flush & refill is required.

Take Care of your Fuel Injection System

- Diesel fuel quality is critical for reliable engine operation. Motorcraft® Cetane Booster & Performance Improver, PM-22-A (U.S.) / PM-22-B (Canada) can be added to improve fuel economy, starting ability, and reduce engine wear.
- The water separator should be drained monthly (at least) or when the "Water in Fuel Lamp" illuminates.
- Biodiesel fuel must not exceed 5% (B5). To avoid cold weather fuel gelling, add 6 oz. of Motorcraft® Anti-Gel & Performance Improver PM-23-A (U.S.) / PM-23-B (Canada) to every new tank of fuel.

Cold Start Performance

- The glow plug system operates for up to 120 seconds and is completely independent of the "Wait to Start" lamp operation. Always wait until the "Wait to Start" lamp has turned off, before cranking the engine.
- To ensure optimum cold weather starting performance, and improve cabin heating, the 120 volt engine block heater should be used during any cold weather operation. The engine block heater is required when the vehicle is to be started at temperatures below -10F (-23C).

Performance Modifications May Impact Your Powertrain

Performance modifications may or may not be the root cause of a powertrain failure. If a non-Ford product (e.g. performance modifications, programmers, modified exhaust or air intake systems) fails or causes a Ford part to fail, the cost of the entire repair and any related damage will not be covered by the Ford New Vehicle Limited Warranty or any applicable Extended Service Plan (ESP/ESC) contract coverage.