

# Hotline Assistance Request 109311605

**Contact Date:** Nov 03 2015 15:11:50  
**Technician:** [REDACTED]  
**P&A Code:** 04860  
**Vehicle:** MUSTANG

**VIN:** [REDACTED]  
**R. O. Number:** [REDACTED]

**Description of Vehicle Concern:**

customer states there is smoke from exhaust at idle seems it be when a/c is on

**Please list any diagnostics already performed:**

confirmed concern and found it is most noticeable when you first start it up, it smells almost like a mix between normal exhaust and fuel.

**Parts Replaced:**

no parts

**Your Question:**

is this normal for a 2.3l eco boost? and if not what could be causing the smoke.

**Additional Comments**

**Comment From:** Ford **Comment Date:** Nov 03 2015 15:43:51

Aaron, some vehicles equipped with Gasoline Direct Injection/Gasoline Turbocharged Direct Injection (GDI/GTDI) engines may exhibit smoke/black soot from the exhaust on start up. This is due to the unique fueling characteristics of direct injected engines. Please compare to a like vehicle under the same operating conditions to verify if a normal operating condition is present, noting that the intensity of the runs rough condition and the black soot may vary between units. If determined to be an abnormal condition please follow normal Workshop Manual/PC-ED diagnostics to determine the cause of the black soot.

There is an identified issue with exhaust smoke on acceleration after an extended idle, if this vehicle is experiencing smoke after extended idle then on acceleration this may be caused by a decrease in exhaust backpressure due to aftermarket exhaust components. An imbalance between the exhaust backpressure and the crankcase pressure can cause oil to be forced passed the turbocharger shaft seal. This does not indicate that the turbocharger oil seal has failed and replacing the turbocharger will not resolve this concern.

Please inspect the vehicle for any exhaust modifications. If any modifications are identified, then all of the factory equipped components must be reinstalled on the vehicle before continuing diagnostics. If the concern is still present after returning the vehicle to stock or there are no aftermarket exhaust modifications identified, please test the following systems and repair them as needed:

- Ensure the vehicle has the latest PCM calibration.
- Inspect the vacuum pump and related vacuum lines for leaks or restrictions.
- Inspect both the left and right engine mount vacuum lines for leaks or restrictions.
- Verify the PCV system is operating correctly by performing pinpoint test HG in the online PCED.

If no faults are identified in the above inspections and tests, then no additional testing or repairs should be advised at this time. Engineering is aware of the visible smoke following a long idle. This condition is not detrimental to engine performance and no component replacement is recommended at this time. Monitor OASIS for an updated repair direction and advise the customer to avoid long idle times.

**Upload Files**