



GENERAL SERVICE BULLETIN

Various Vehicles - Catalytic Converter Concern Analysis

22-700918 January
2022

Summary

This article is to alert dealers to investigate and understand contributors of catalyst efficiency diagnostic trouble codes (DTCs) P0420 and/or P0430 that may be caused by base engine or other powertrain system concerns. Installation of a new catalyst without addressing root cause of the failure may result in a repeat repair. Ford has observed the honeycomb substrate within the catalyst is melted or damaged on some returned parts due to excessive heat exposure.

Service Information

Catalysts with heat damage or a melted condition are shown in Figures 1-3. Figure 4 shows a non-damaged honeycomb condition.

Figure 1 – Melted honeycomb (cannot be causal part)

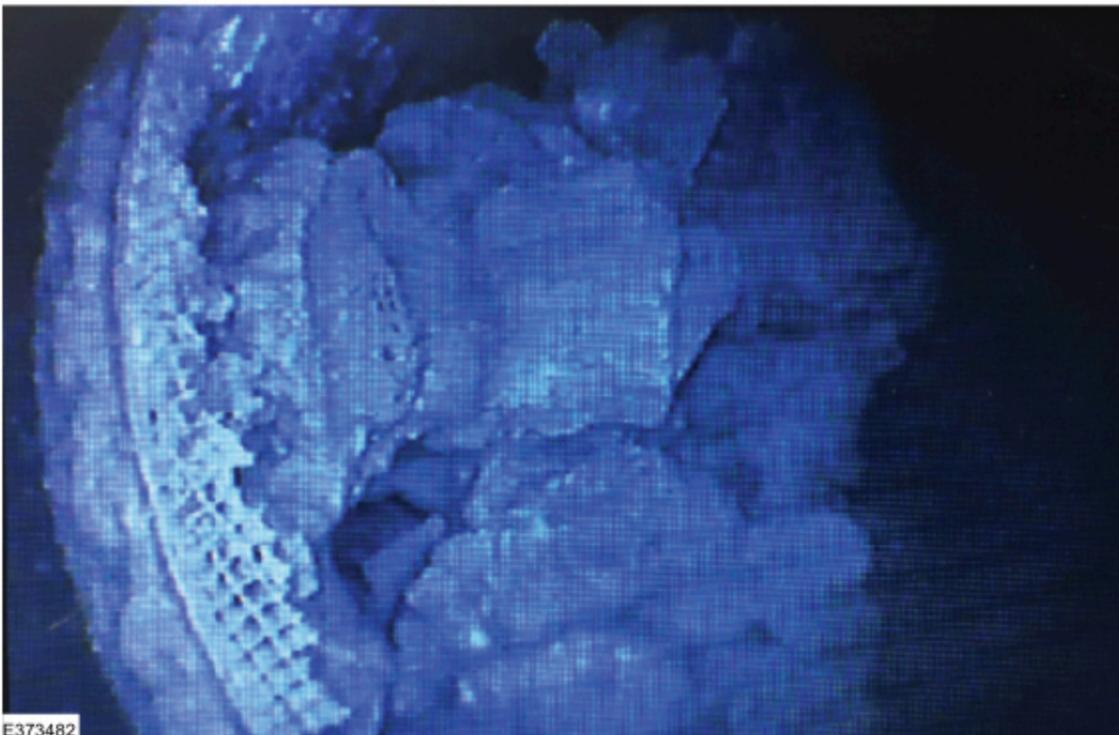


Figure 2 – Heat damaged honeycomb (cannot be causal part)

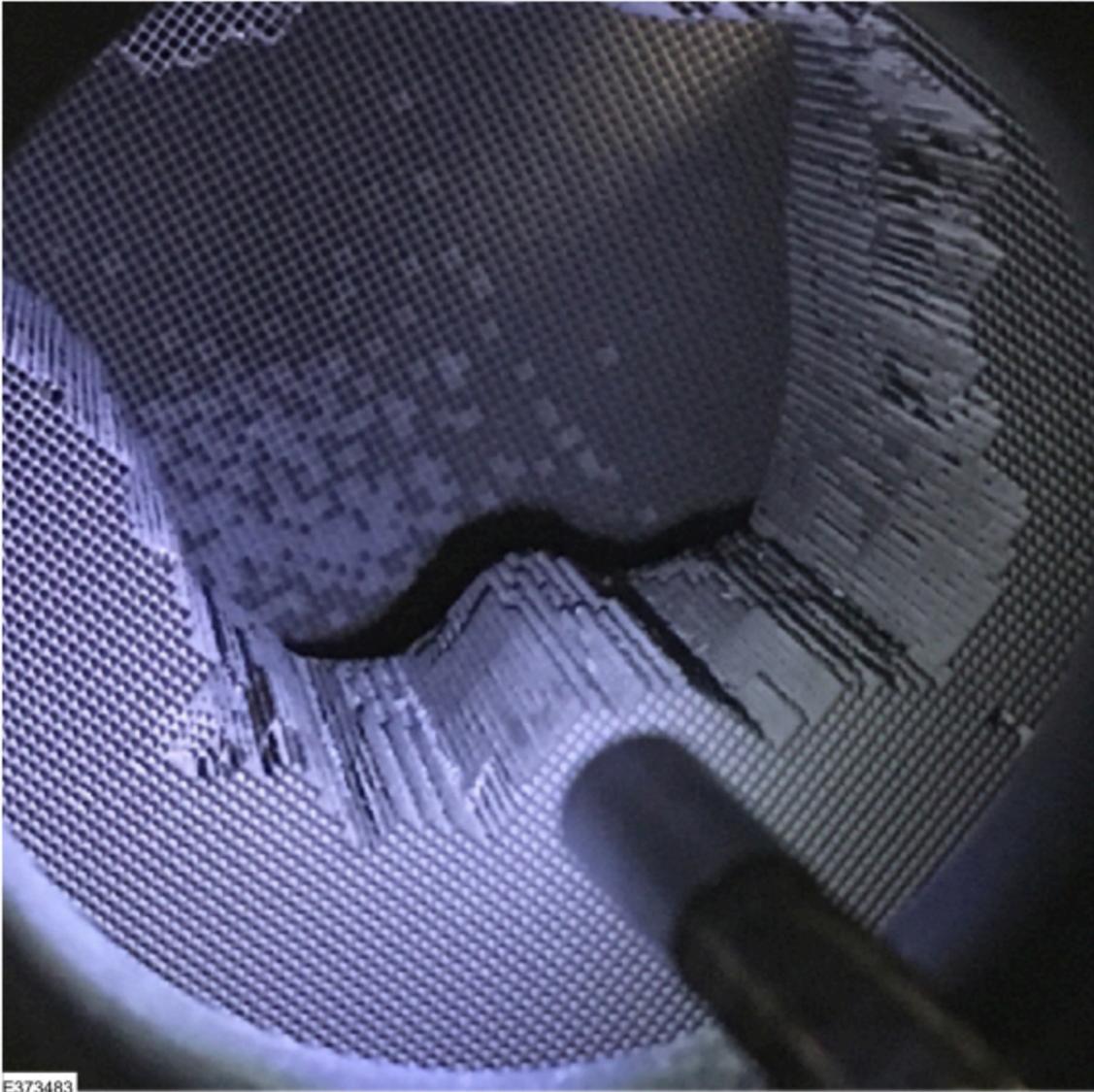


Figure 3 – Heat damaged honeycomb (cannot be causal part)

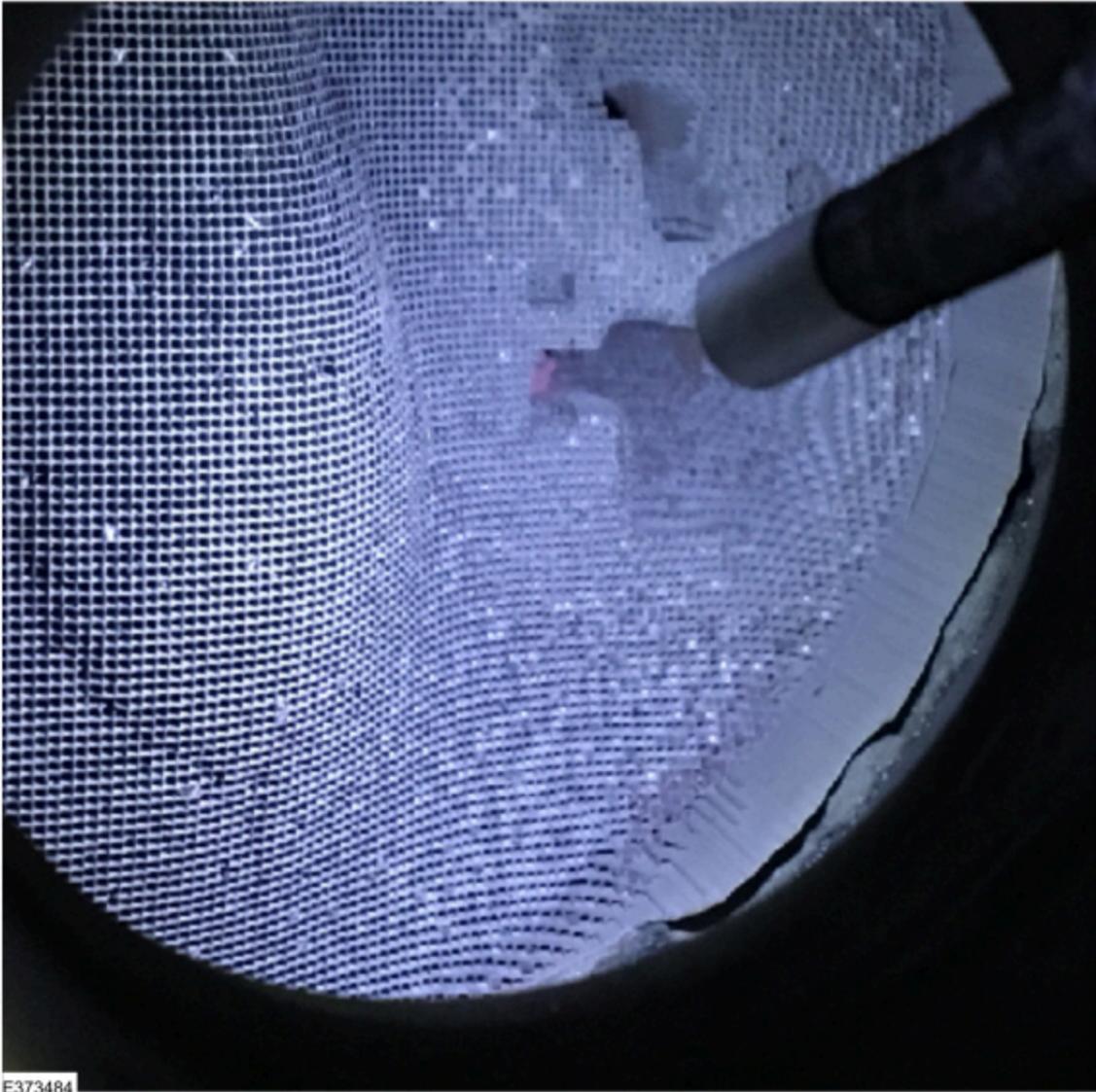
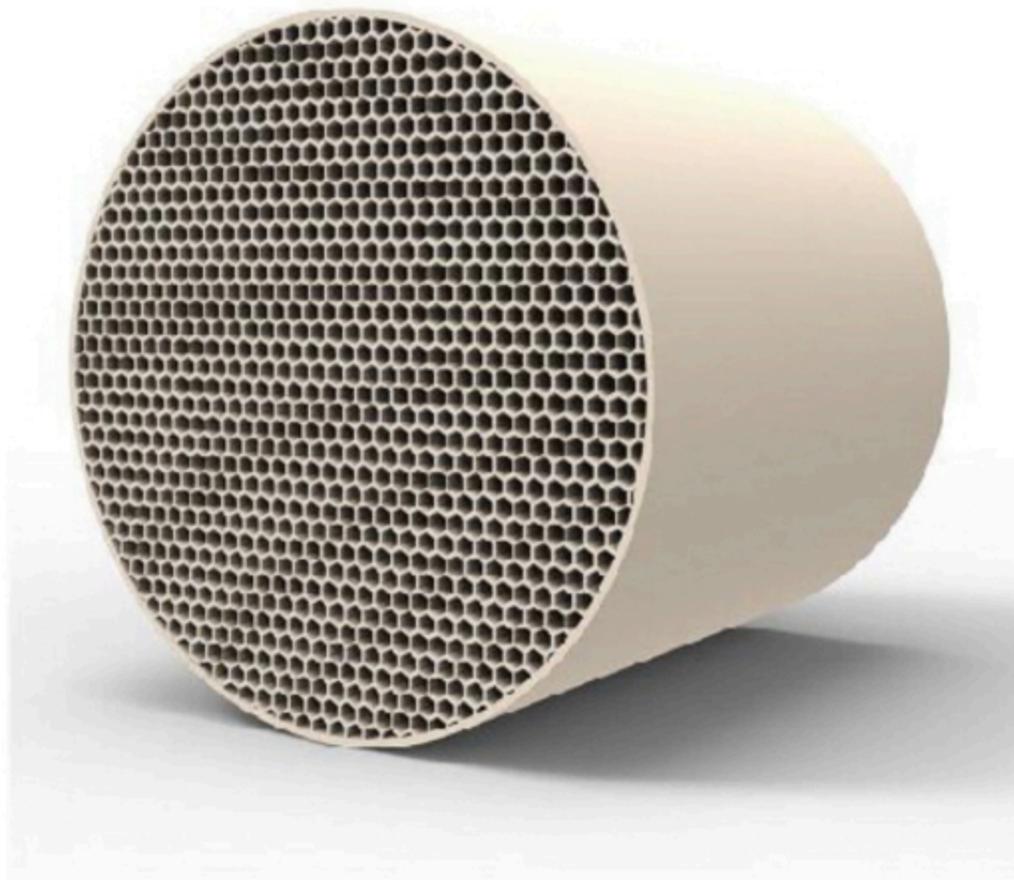


Figure 4 – Non-damaged honeycomb



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If heat damage or melting is observed, other repairs to the engine or related systems may be required to prevent a repeat catalyst repair that would not be warrantable.

- Check and address all other powertrain / engine management DTCs.
- Check for evidence of engine oil or coolant in the inner exhaust system. Identify the root cause and repair as needed.
- Check for excessive unburned fuel per Workshop Manual, Section 303-04, Fuel Charging And Controls.
- Inspect the entire exhaust system for damage and repair as needed.

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NOTE: This information is not intended to replace or supersede any warranty, parts and service policy, workshop manual (WSM) procedures or technical training or wiring diagram information.