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Ford UPDATE 4/10/19: Ford recalls 131,068 of these previously recalled trucks in the U.S. for a second repair. The first repair method described below was inadequate, the company said in a statement. Ford said it knows of at least two fires (one in Canada) that occurred related to the engine block heater after the vehicles received a successful overhaul. Since the new parts won't be available until the third quarter, according to the NHTSA filing, the intermediate fix is to cut off the prongs block the plug heater and glue the silicone lid over the connector. In the future, any owner who brings the affected truck for repairs will receive this interim fix until parts are available. Consumers can find out if their truck is affected on the NHTSA recall site. Ford is recalling 410 289 late-model pickup trucks in the United States to fix engine block heaters that can short, according to a filing with the National Highway Traffic Safety Administration (NHTSA). Including trucks on the Canadian market, the recall includes more than 874,000 F-150 and Super Duty models. It includes the F-150 models 2015-2019 and 2017-2019 Super Duty (F-250, F-350, F-450) and Cab chassis (F-550). The problem is related to the engine block heater, which can allow water and other contaminants to invade the splicing connector. If this connector corrodes, it may collide the chain when connected to a local electrical outlet. Or worse, it can spark, melt, and catch fire. Ford said it knows of at least three such fires in Canada since September, each on the 2017 model. No injuries or accidents were reported and no fires were reported in the United States. Ford said 463,793 trucks are affected in Canada. The origin of the malfunction is as simple as an electrical lubricant. Until November 17, Ford did not use dielectric lubricant - silicone lubricant, which acts as an insulator and blocks moisture - to the connectors of the block-heater on gasoline models. The automaker will apply lubricants starting October 24, 2017, on diesel models, according to a NHTSA recall report. The automaker also modified the connectors and in some cases redirected the wiring. On the recalled trucks, Ford installed wiring too close to the ground in areas without underbody shielding and female connectors angled up at a 45-degree (or larger) angle, nhtsa, the NHTSA reported, making it likelier for electric short, according to the filing. Dealers will squeeze fat on connectors starting in January. If the cable is damaged, the owners must return a second time to replace the cable to arrive. The F-series has been under several reviews and investigations this year. Back in April, Ford recalled the 2018 model for potential rollbacks due to a transmission defect. In June, a small number of 2018 models had fuel and oil leaks. In September, Ford recalled more than 1.6 million trucks for fires that could start in B-pillars. In October, NHTSA announced that F-250 and F-350 pickups for faulty rear vates. This story was published on December 21, 2018. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io Just because it's muscular doesn't mean it can't be well appointed. Super Duty now has one of the most elegantly finished interiors in all pickups. We've hauled trailers before, but until we tested the 2008 Ford Super Duty we haven't really towed. In the F-450, we hauled a 20,000-pound fifth wheel to a 6 percent class outside Laughlin, Nevada. The new 350-hp consecutive twin-turbo 6.4-liter diesel Powerstroke V8 with 650 lb-ft. The torque didn't wheeze as we easily climbed that hill to a steady 45 mph, passing many loaded pickup trucks on our way. The F-350, 10,000-pound trailer seemed almost insignificant, getting up that same hill at 60 to 65 mph. The Super Duty chassis remains pretty much the same, except for longer rear-sheet springs for improved driving. Options include the rear step back door and the power of telescopic mirrors. >>>The NEW SUPER DUTY IS ROLLING PROOF THAT BIG PICKUPS POWERED BY BIG DIESELS ARE A TRAILER TOWER'S DREAM. -- BEN STEWART The Super Duty has no problems with identification: it wants to work. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar contents on the piano.io battery on the Ford F-350 is the driver's side of the engine compartment next to the air intake. The battery is fixed in the engine compartment frame bolted to the bottom of the battery frame. If the battery is dead or won't keep charge, then you will need to replace the battery or the F-350 won't work properly. You can buy a replacement battery in any auto parts store. Open the hood of the F-350 and loosen the screws on the protective clamps on the battery with a screwdriver. Pull the wires away from the battery connectors. Remove the screws that provide the battery in the engine room frame with a screwdriver. The screws will be located in every corner at the bottom of the battery. Pull the battery off the engine room frame. Place the new battery in the engine compartment. Replace and tighten the protective screws. Replace the wires to the battery in the opposite way that you have removed them. This truck is filled to the brim with cool toys. Ford recently invited us to Arizona to check out the 2020 Super Duty series of pickups. We had the opportunity to test drive 2020 Ford F-250, F-350 and F-450 and get a taste of commercial models F-550 and F-650, driving the configuration of the dump truck. Most of the improvements for 2020 are under the hood, but Ford has made sure that his last Duty is better than ever in different ways. After sampling numerous samples, from the truck, we have selected five of our favorite features that deserve your attention. Ford Ford captured the lightning in a bottle with its F-150 Raptor model, so it only makes sense for Blue Oval to pass some of these off-road prowess on its Super Duty trucks. The Tremor Off-Road Package can be selected on the F-250 or F-350 with cabin crew body style on XLT, Lariat, King Ranch, and platinum trim levels. For \$3,975, the package adds 35-inch off-road tires, 18-inch matte black wheels, front end lift, Trail Control, rear differential lock, and Raptor-inspired running boards. Buyers can choose either a 7.3-liter V8 gas or a 6.7-liter Power Stroke diesel and opting for a tremor does not affect the towing capacity. The tremor is by far the most aggressive Super Duty in the lineup, and we predict that many customers will opt for it. Ford Ford Ford Ford Ford Ford introduced a new 7.3-liter gasoline V8 in the Super Duty lineup, but it is the updated 6.7-liter diesel Power Stroke V8, which we prefer. Power Stroke has been updated in 2020 with a new fuel system, two-axis variable geometry turbocharger, steel piston heads, variableshift oil pump and structural improvements in the cylinder head, block, connector rods and bearings. The results are astounding. Best in its class 475 horsepower and a whopping 1050 pound-feet of torque. With Ford's 10-speed automatic transmission, the Power Stroke Super Duty can tow up to 37,000 pounds with a gooseneck trailer. We didn't have any advanced test equipment on hand at the drive event, but we have a suspicion that Power Stroke will lay down some serious acceleration times. Ford Ford Ford Ford Ford Ford Ford knows that many buyers will use Super Duty for work purposes and for off-road fun, so the 2020 model is available with a plethora of front accessories. The Affordable Snow Plow Prep Package for \$250 adds heavy springs and an upgraded alternator so owners can attach a snowplow and earn extra cash in the winter. Ford says the 7.3 V8 will be able to plough up to 1,400 pounds while diesel can plough up to 1,290 pounds. Off-road enthusiasts will love the affordable front-end winch, which is priced at \$3,000 on top of the Tremor Off-Road Package. Vincha can be installed by the dealer or ordered after the purchase. It includes 12,000 pounds of winching power on either gas or diesel models. Although there was no snow in Arizona for us to plow, we had a chance to check out the wine ear by pulling an old semi-truck. Ford Ford Ford towing trailer has never been easier thanks to the latest technology. Ford Ultimate Trailer towing camera system with Pro Trailer Backup Assist comes standard on King Ranch, platinum and limited model and can be optioned for \$1,600 on XL, XLT, Lariat trim. It includes a 360-degree camera system, a reverse guide trailer, an LED center high equestrian stop lamp, and a high mounted rear camera. The system uses a rotating handle in the cabin, which makes Drivers are easier to connect the trailer. This 360-degree camera system will also come in handy without road when you don't have a spotter to help you avoid big rocks and obstacles. Ford Ford Ford Ford Ford It may seem a little silly on a pickup truck built mostly for work purposes, but Ford offers massage seats on higher-end Super Duty trim levels like King Ranch, platinum, and limited. If the massage offered by Lexus, Mercedes, and Volvo were a high-end spa, Ford would be more comparable to the massage you get at the mall. Even so, we still enjoy the feature and think it might come in handy in Super Duty. If, for example, you need to tow a trailer around the country, getting a massage can keep you in the driver's seat a little longer without having to stop for a break. 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