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2005 AUG 12 AM 3:18

Davenport, IA
July 12, 2005

NHTSA
U.S. Department of Transportation
400 Seventh Street
Washington D.C. 20590

VIN # IFCMF53
Unit #
Current Mileage 21469

I am writing concerning my 2002 Class A motor home which was manufactured by Georgie Boy Manufacturing. The coach was manufactured on a 2001 P-53 Ford chassis equipped with a Triton V-10 engine.

Recently, I took it to Strieter River City Ford in Davenport, Iowa for a tune up at which they replaced all the spark plugs. My wife and I took the vehicle on a trip which consisted of about 600 miles. Upon arriving home, we parked it in it's usual spot. The following weekend, we had a short weekend trip scheduled. As I started the engine I heard a very loud noise which I knew was not normal and immediately turned the ignition off and opened up the engine cover inside the motor home. It was discovered that a spark plug had blown out of the engine head. The plug was no where to be found. I had it towed back to River City Ford for their examination.

Upon River Cities Ford examination, it was in fact that the #1 spark plug had exited the engine head and was lodged in the front axle. Ron Erickson, the Service Manager told us that Ford Motor Company had issued a service bulletin concerning this exact issue with not only Ford Triton V-10's but also Triton V-8 (5.1 Ltr) dating back to 1995. There cure for the problem was to have the consumer replace the head in the engine.

I truly believe that we were lucky enough to be parked when this happened to our vehicle and not driving at the time. For if we had been driving and perhaps descending a mountain or steep hill, we could have maimed or lost our lives due the failure of steering and braking ability.

If Ford Motor Company knew about this back to 1995, then why did they not correct the problem or you telling them that the problem needed to be fixed by notifying consumers in question. In my opinion, this failure could cause loss of life. The magnitude could be huge just from a standpoint of the V-10 P-53 chassis being used my numerous motor home manufacturers not to mention the numbers of pickup trucks and SUV's equipped with the 5.1 ltr V-8 engine.

E. Erickson
7/12/05

Attached please find copies of invoices for Stricter River City Ford for BOTH the tune up and the repair and the service bulletin issued by Ford Motor concerning this exact problem.

In closing, I have enclosed my bill from Stricter's River City Ford, along with the receipt for my Good Sam's emergency road membership and a copy of the service bulletin issued by Ford Motor Company. I would ask that I be reimbursed for all of my expenses plus \$1000 for the loss of use of the vehicle.

Very truly yours



cc:

Ford Motor Company
Customer Assistance Center
16800 Executive Plaza Drive
P O Box 6248
Dearborn, MI 48121

Good Sam Highway's magazine

HEAD WILL BE AFFECTED, CAUSING PRE-IGNITION. TO SERVICE STRIPPED OR MISSING SPARK PLUG PORT THREADS, REPLACE THE CYLINDER HEAD. REFER TO WORKSHOP MANUAL SECTION 303-01 FOR CYLINDER HEAD REPLACEMENT PROCEDURE AS NEEDED.
EFFECTIVE DATE: 11/23/2004

16403 1999-2003 VEHICLES EQUIPPED WITH A 5.4L-2V/4V OR 6.8L-2V ENGINE - LIGHT TICK OR RATTLE TYPE NOISE FROM ENGINE AFTER COLD START
SOME 1999-2003 E-SERIES, F-SERIES, EXPEDITION/NAVIGATOR, 2000-2003 EXCURSION AND 2002-2003 BLACKWOOD VEHICLES EQUIPPED WITH A 5.4L-2V/4V OR 6.8L-2V ENGINE MAY EXHIBIT A LIGHT TICKING OR RATTLING TYPE NOISE AFTER A COLD START WHICH MAY LAST UNTIL ENGINE WARM UP. THE NOISE IS DUE TO THE COMBINATION OF LIGHT LOAD OPERATING CONDITIONS AND THE NORMAL BORE CLEARANCES PRESENT IN A COLD ENGINE. THIS NOISE DOES NOT AFFECT PERFORMANCE OR LONG-TERM DURABILITY OF THE ENGINE.
EFFECTIVE DATE: 11/13/2002

TECHNICAL SERVICE BULLETINS

05-05-04

1997-2005 VARIOUS VEHICLES: USE OF STAINLESS STEEL EXHAUST STUDS IN SERVICE FOR 6.4L 2V ENGINE

SOME VEHICLES EQUIPPED WITH THE 6.4L 2-VALVE (NON SUPERCHARGED) ENGINE, MAY EXHIBIT BROKEN EXHAUST MANIFOLD STUDS. ON THE AFFECTED BANK ONLY, REPLACE THE EXHAUST MANIFOLD, MANIFOLD GASKET(S), AND INSTALL ALL NEW STAINLESS STEEL EXHAUST MANIFOLD STUDS AND NUTS. TORQUE THE STUDS IN THE CYLINDER HEAD TO 71-115 LB-IN (8-13 NM). TORQUE NUTS ON STUDS TO 204-230 LB-IN (23-27 NM). REFER TO WORKSHOP MANUAL SECTION 313-01A FOR EXHAUST MANIFOLD REMOVAL AND INSTALLATION.

See TSB for complete details
EFFECTIVE DATE: 03/03/2005

04-24-22

1999-2004 SUPER DUTY F-53 STRIPPED CHASSIS: LOSS OF POWER OR STUMBLE WHILE DRIVING IN RAIN - 6.8L ENGINE

SOME 1999-2004 F-53 STRIPPED CHASSIS VEHICLES EQUIPPED WITH A 6.8L ENGINE, MAY INGEST WATER INTO THE AIR FILTER WHILE DRIVING IN THE RAIN. THIS CAN CAUSE LOSS OF POWER AND/OR ENGINE STUMBLE. REPLACE THE AIR CLEANER INLET TUBE WITH A REVISED TUBE AND STRAP.

See TSB for complete details
EFFECTIVE DATE: 12/01/2004

03-21-43

2001 F-SERIES SUPER DUTY: ENGINE - 7.3L - LOW OIL PRESSURE - CUAUTTLAN BUILT VEHICLES ONLY - EQUIPPED WITH 7.3L POWERSTROKE DIESEL ENGINE - ENGINE SERIAL NUMBERS (ESN) BETWEEN 5000000 AND 5008850 ONLY

SOME CUAUTTLAN BUILT VEHICLES EQUIPPED WITH THE 7.3L POWERSTROKE DIESEL ENGINE WITH ENGINE SERIAL NUMBER (ESN) BETWEEN 5000000 AND 5008850 MAY EXHIBIT A LOW OIL PRESSURE CONDITION. THIS MAY BE CAUSED BY THE REAR LIFTER GALLERY CUP PLUGS COMING OUT. VERIFY ENGINE HAS A LOW OIL PRESSURE CONDITION. IF NORMAL DIAGNOSTICS CANNOT PINPOINT THE CONDITION, REFER TO THE TSB SERVICE PROCEDURE FOR DETAILS.

See TSB for complete details
EFFECTIVE DATE: 10/14/2003

[Print Page Click Here](#)

**OASIS RESULT:
1FCMF53S910A09193**

See bottom of the OASIS result for
contact ID

06/16/2005
17:12:36

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VEHICLE INFORMATION

VEHICLE DESCRIPTION 2001 F-SERIES	BODY STYLE SUPER DUTY MOTORHOME BARE	ENGINE 6.8L EFI SOHC
TRANSMISSION 4R100 (E40D) 4SP O/D	AXLE CODE 75	ENGINE CALIBRATION

GENERAL WARRANTY INFORMATION

WARRANTY START DATE 02/02/2002	BUILD DATE 11/10/2000	SALE MILEAGE 00422
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ARN MESSAGES

ATTENTION TECHNICIANS AND SERVICE MANAGERS:
BEFORE REPLACING DIESEL TURBOCHARGERS (-4K682-) SEE TSB 03-21-49
BEFORE REPLACING DIESEL HIGH PRESSURE PUMP (-9A543-) SEE TSB 04-04-04
BEFORE REPLACING 7.3L DIESEL TURBO PEDESTALS (-6N639-) SEE TSB 04-20-02

WARNING MESSAGES

LESS THAN TWO DEALER APPROVED AWA REPAIR VISITS PAID TO DATE

OUTSTANDING FIELD SERVICE ACTIONS

NO CAMPAIGN MESSAGE(S) FOUND

EXTENDED COVERAGES

NO ESP INFORMATION AVAILABLE

REPAIR HISTORY

NO REPAIR HISTORY ON VEHICLE

[Click Here for Full Warranty History](#)

SYMPTOM CODE INFORMATION

497060 - ENGINE NOISE CONCERNS

SPECIAL SERVICE MESSAGES

18310 1995-2005 MULTIPLE VEHICLES - REPAIR PROCEDURE FOR STRIPPED OR MISSING SPARK PLUG PORT THREADS
DO NOT SERVICE STRIPPED OR MISSING SPARK PLUG PORT THREADS USING ANY TYPE OF THREAD REPAIR KITS (E.G. HELICOIL). IT IS LIKELY THAT ENGINE FAILURE WILL OCCUR BECAUSE THE HEAT TRANSFER FUNCTION BETWEEN THE SPARK PLUG AND CYLINDER

THE ATTACHMENTS TO THIS
DOCUMENT HAVE BEEN REMOVED
TO PROTECT UNWARRANTED
INVASION OF PERSONAL PRIVACY
PURSUANT TO EXEMPTION 6 OF
THE FREEDOM OF INFORMATION
ACT (FOIA), 5 U.S.C. 552(b)(6).