

 U.S. Department of Transportation National Highway Traffic Safety Administration		DOT Auto Safety Hotline Vehicle Owner's Questionnaire To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) INTERNET: www.nhtsa.dot.gov/hotline		FOR AGENCY USE ONLY 100148	
		Date Received SEP 13 2010 12-JUL-2010		Repository <input type="checkbox"/> Reference No. 10342642	
OWNER INFORMATION (Type or Print)					
Name		Address		Daytime Telephone Number	
City		State		Evening Telephone Number	
SHERWOOD		OR		[REDACTED]	
The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).					
VEHICLE INFORMATION					
17 digit Vehicle Identification Number Located at bottom of windshield on driver's side			Make	Model	Model Year
1FTWW31P05E [REDACTED]			FORD	F-350	2005
Date Purchased		Dealer's Name and Telephone Number		Engine:	Fuel Type:
[REDACTED]		[REDACTED]		No: Cylinders	[REDACTED]
Original Owner	Dealer's City		State	Zip Code	[REDACTED]
<input type="checkbox"/>	[REDACTED]		[REDACTED]	[REDACTED]	[REDACTED]
Transmission Type	<input type="checkbox"/> Antilock Brakes	Powertrain		Multiple Failure:	Incident Date(s)
[REDACTED]	<input type="checkbox"/> Cruise Control	[REDACTED]		[REDACTED]	25-JUN-2010
FAILED COMPONENT(S)/PART(S) INFORMATION					
Vehicle Component Code: 061000 ENGINE AND ENGINE COOLING: ENGINE				Failure Mileage	Failure Speed
[REDACTED]				81000	40
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE					
Tire Make		Tire Model (Name or Number)		Tire Size (Example P215/65R15)	
DOT No. (Example: DOTM9ABC036)		<input type="checkbox"/> Original Equipment	Failure Location:		
Tire Component Code		<input type="checkbox"/> Prior Repair	[REDACTED]		
[REDACTED]				Tire Failure Type:	
[REDACTED]				[REDACTED]	
ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE					
Make:		Date Manufactured:		Model No./Name:	
Seat Type:		Installation System:			
Child Seat Component Code:		Failed Part:			
[REDACTED]		[REDACTED]			
APPLICABLE INCIDENT INFORMATION					
(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)					
Crash	Fire	Number of Persons Injured	Number of Deaths	Reported to Police	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	[REDACTED]	[REDACTED]	N	
Narrative Description of Incident(S), Crash(es), and Injury(ies). Please describe (1) events leading up to the failure; (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).					
TL*THE CONTACT OWNS A 2005 FORD F-350. WHILE DRIVING 40 MPH, THE CONTACT NOTICED THE SMELL OF COOLANT INSIDE THE VEHICLE. THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE EGR OIL COOLER WAS REPLACED. THERE WERE NO PRIOR WARNINGS. THE CURRENT AND FAILURE MILEAGES WERE 81,000.					
Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY.					
The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.					

To Whom It May Concern:

8/22/10

Our 2005 Ford 350 Super Duty truck has had several incidences, including reprogramming the system to try and figure out why the truck would spontaneously breakdown. This last failure of the EGR and oil cooler breakdown was 3 months after the timed warranty and well within the mileage aspect of the vehicles 100,000 trans/motor guarantee. After quite a bit of research we discovered this problem has been well noted and feel this very costly issue was a late onset failure well known by Ford Motor Company and should have been a recalled situation. There are statements all over the internet on this same matter and the mechanic that fixed our vehicle verified our research. We contacted Ford directly asking for them to take financial responsibility do to the circumstances, but could not make it past their customer service. These vehicles are extremely expensive and are heavily advertised as heavy duty reliable trucks – that's why we purchased this truck – and feel that they should last without major failures for more than 80,000 miles.

Thank you for your time and consideration,

A large black rectangular redaction box covering the signature and name of the sender.

I have also enclosed some complaints similar to ours in support of these claims.



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The 6.0L Powerstroke Diesel - We Sell and install an upgraded EGR/Oil cooler package. We sell and install our own coolant filtration system.

[Neal_Tech_OilCoolerKit_manual1_04.pdf](#)

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The 6.0L had some significant issues early on in its production run but by 2006 some of the resolved. This may have been too little, too late for some who had purchased this new platform same outstanding service they had received from previous models. Ford and Navistar would be behind them, but there are literally thousands of these trucks on the road.

Having worked for several years on the previous Powerstroke, and myself being a firm believer in the 7.3, I was somewhat sympathetic to this manufacturer. That was until I saw the band aids for failures over and over. For instance, the many times I have seen an EGR cooler failure which failed in the first place, although some had been re-designed. None of the warranty repairs were the cause of failure. The entire cooling system must be considered when related components h

At the forefront of this fiasco was a rush to get this platform in service to satisfy the demand of the power stroke owner, while adhering to stricter EPA emissions standards. This had negative consequences for Ford Motor Company and Navistar in the form of lawsuits and lost customer confidence.

If you operate a 6.0L, it is important you use only Motorcraft filters. Ford has a patent on the specifically designed for your 6.0L. [Motorcraft's Filter Comparison](#) slideshow shows key differences and concerns between OE and aftermarket filters. The proper filters will offer better protection, n

warranty repairs of injector issues, and you have aftermarket fuel filters installed, your claim your warranty, use only Motorcraft filters in your 6.0L.

The most common failure we've all heard about or experienced are the fuel injectors, I know twenty three injectors now. The main problem with these injectors was a sticking spool valve engineers invented a new word to describe this condition, Sticktion. the solution to the probl FICM, fuel injection control module, called an inductive heating flash. later re-flash's also eli this solved the hot start issue. How they were able to do this and still retain emissions stand usual this took about two and a half years into the production run to materialize while back i has more to do with a lack of maintenance, poor oil quality, use of sub-standard filters, and are made by Siemens. they were designed to run on fuel of high quality such as found in the they actually have standards for lubricity and quality. by now, most of the early design inject with proper service intervals, injector failures should be minimal.

Dirty fuel will kill these injectors. Dirty oil will kill these injectors. Running your 6.0L power st injectors. The later 6.0L had a program which limited fuel pressure under low fuel conditions running out of fuel at all cost. The fuel inside the injector provides a cushion for the internal cause low fuel pressure, such as a clogged filter or weak pump, can destroy these injectors symptoms such as hard starting when cold, excessive smoke, misfire, stalling, rough runnin get it in for repair right away as even a minor issue can quickly develop into a catastrophic e



Bulletproof Oil Cooler Upgrade Kit



Stock Ford Oil Cooler

The biggest common failure is the EGR cooler. Most cooler failures can be attributed to a lack of coolant flow from the engine oil cooler. It has been directly linked to head gasket failure. The EGR cooler will develop a leak causing a loss of engine coolant out the exhaust and into the intake when the EGR is opened. In many cases, through a horrible series of events, this will lead to a catastrophic engine failure due to overheating, or coolant entering the combustion chambers. If you have such an issue or plan to power up your 6.0L, insist on having the cylinder head bolts replaced with studs. The EGR valve and pa carbon build up. We now carry an aftermarket EGR cooler. These units are far more robust and durable than

This platform has a very specific coolant requirement. PSD has been specified by Ford and Navistar to ensure system components. This coolant is ethylene glycol based than other ethylene glycol based coolants. It is what's called Dex-Cool in your 6.0L PSD. Using only the recommended the life of your cooling system, and when combined with the entire vehicle, add to the longevity of your truck. We cannot under any circumstances mix any other type of coolant

Many people neglect the cooling system on their truck, it should be tested at least yearly for there is an additive available from Ford that should be used in the 6.0 liter diesel. due to oil strongly recommend the installation of a coolant filter system to trap casting sand, iron shavings formed from cooling system neglect. We have a coolant filtration system that can be purchased

installed here at Fleet Service Northwest.

The next item of issue was the variable geometry turbocharger or VGT. This is the heart of 6.0 liter. it provides a relatively quick spool up, thus providing an off the line acceleration that can be felt for a seven thousand pound Truck. And if you drive a 6.0, you've experienced this first hand heart of the outstanding performance of a stock 6.0 liter powerstroke diesel.

There are other manufacturers of Diesel platforms in the light/heavy duty market who use them without soot buildup issues, These issues on the Ford can be attributed to fuel strategy which is compounded by the FICM reflash which has resulted in more soot emissions for certain. excessive temperatures can and have also destroyed these turbochargers. The 6.0 liter turbocharger is one which will cause the moving parts inside to seize and cease to operate correctly. In extreme failure of the hydraulic/electronic solenoid that controls the function of the turbocharger. POC to this, but with the advent of Ultra-Low Sulfur Diesel, this condition might well improve, I am sure of the quality of our nations #2 diesel fuel supply.

Hard acceleration of this platform every now and again will help reduce this condition by not only through its entire range, but also through creating higher exhaust gas temperatures than you would experience in normal driving conditions. Use of high quality diesel fuel additives which lubricate and increase Cetane numbers, such as when performing preventive maintenance, is recommended.

If you wish to power up your 6.0 liter powerstroke diesel, I will offer you this advice. a high quality head gaskets we've repaired have had aftermarket tuners installed.

As you can see, the 6.0 liter Powerstroke diesel has some problems, but the staff at Fleet Service Northwest is here to help you not only repair these problems, but to assess them and find the solutions to minimize them. We have the equipment, information and knowledge to accurately diagnose and repair the 6.0 liter Powerstroke diesel. We have seen many head gasket related failures lately. in all cases these trucks were stock, will have had an aftermarket intake filter and exhaust system. We have seen other trucks go over 150,000 miles on an issue as well.

Rob Gaskell, Sr.
Owner, Fleet Service Northwest

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Remember a day in America when the local auto parts store, hardware store, and other local businesses were the ones you believed in, and the person at the counter recommended products not by reading a catalog, but by what to sell, and not based on the commission they make, but on their expertise and experience. The person who came after the love of their Country, and their desire to do what was right. At least remember your dad or grandpa talking about such a day? A day before the big chain stores came with their Chinese products that the manager and sales people know nothing about? Its been said that once you leave home, you never to return, but these are exactly the principles that we have founded our business on, and we will continue to do so.

restoring the America that we all long to live in. [read more](#)

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Brian of Roseville, CA August 3, 2010

Don't follow mine and many others mistakes. Do not purchase a Ford with the 6.0 diesel. I purchased my Ford 250 6.0 in November 2009 from a private party. It had 64,000 miles on it. The truck ran good until May 2010 when I purchased a toy hauler that weighs 9,000 lbs. My first trip with any kind of hills it overheated.



- High-Speed Steering Shimmy in Ford F-250, F-350 Probed
- Consumer F350/F250 Complaints
- More about Ford ...

To make a long story short since then I have had th thermostat replaced in one visit, the EGR and oil cooler in the next, and the head gasket in a third. All resulting in no better performance towing uphill. The next trip I breakdown 400 miles from home, get a \$500 tow bill, and miss 2 days of work. This time it is the turbocharger and Fuel injection control module.

So far in 2.5 months I have had my truck for about 2 weeks and it has cost me about \$9,000 and still the same issue. Don't think like me and say to yourself you only read the bad things and buying this truck will be fine. Please do not buy a Ford truck.

stephen of sunbury, OH July 28, 2010

I am the second owner of a 2002 Ford F350 DRW with the 7.3L diesel motor. It has 125,000 miles on it. The previous owner titled to Michigan was responsible for approximately 60,000 miles. I have owned it since May 2004. I experienced a oil leak, and upon inspection observed that the oil pan was rusted, not slightly, but completely to the point that oil was seeping through in several places.

I drive this vehicle for recreational purposes only, and it has been driven on snow or salt covered roads approximately 15-20 times since I have owned it. The repairs have been quoted at an avg. price of \$2300 because of a need to remove the engine to replace it. This is ridiculous for Ford Motor Co. to use such substandard materials for an item that they know will require the owner of the vehicle to incur these outrageous costs.

Roy of Covington, GA July 27, 2010

I bought a 2010 Ford F-250 Diesel in May, 2010. In reaching over the right-rear wheel well to retrieve a tire from the truck bed, the mere pressure of my chest against the body caused a very obvious crease (this area folded like tissue paper!). Ford has refused to address this issue of poor quality because "they've had no other similar complaints" (seems they use this phrase often based on internet postings). In looking underneath the truck I noticed there were no side panel supports.

If you're entertaining the thought of purchasing a Ford Pickup, give it the STRESS TEST before buying. Maybe my truck was just

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2005 Ford f350 Super Duty Ford Diesel
Ford F-350 Diesel Truck Diesel Truck
Ford F-350 Diesel
Ford Focus Consumer Complain Diesel Engines Customer Service Ford Warranty Liter Diesel

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It's another repair bill!

AA Auto Protection
AA Auto Protection

one of many that got past quality control but I don't think so. For the record, I'm not a large man; 5'11" and 200 lbs.

Steve of Kenner, LA July 24, 2010

Have an 06 F-350 deisel. inside of fuel tanks are peeling and clogging filters. Over time it has clogged the sendind unit and injectors. Ford will not cover this defective tank even though it has been peeling over a long period. I have researched the problem online and found numerous people with the same problem and the same results. FORD DOES NOT STAND BEHIND THEIR PRODUCTS!

Patrick of Sequim, WA July 23, 2010

Since the inception of purchase of a 2004 Ford Super Duty power stroke diesel I always experienced engine light and power problems each and every time I towed and each and every time it was brought to a Ford dealer with each time only a "program update being necessary". Shortly afte the warranty expired it seemed that everything had to be replaced (1) wire harnesses that were installed incorrectly at the factory and again at the Ford dealerships(2)control modules caused by faulty installation of wiring harnesses (3) EGR coolers due to faulty manufacturing. Ford Motor Company obviously knew about these issues and it definitely appears that they directed their dealers to not repair the problem before they cause other catastrophic engine problem as that I and thousands of others are experiencing now.

Ford has indicated that since the problem was only diagnosed after the warranty expired that it will be at my expense and at the expense of thousands of other owners having the same problems. I am having trouble understanding why the Federal government and multiples of state governments are doing nothing to force Ford to cover problems especially since Ford has already lost a law suit for the same issues.

It is impossible for an individual to fight a giant like Ford who has lobbyist after lobbyist who do nothing but pad the pockets of the government officials who are sworn to protect us. Are there any class action suits against Ford for these problems? This could easily be a multi-billion dollar settlement. This problem go all the way back to 1999 forward to 2006 6.0 liter diesel engines. If there is a class action suit where do I sign up?

robert of myakka city, FL July 17, 2010

ford garages are full of veh with there 6 litre diesels in them that need injectors replaced along with other fuel delivery components. i have a 2006 f250 that has been fixed twice now. i am in warranty (5 yrs/100,000) and they need replaced again. only this time ford informed me they are not honoring the warranty. go to any ford garage and ask the mechanics about the 6 litre diesels. they just laugh as they look at all the work they have because of this faulty engineering feat. and we the consumers who paid dearly for these have a choice. scrap em or keep paying thousands of dollars every 45 to 50,000 miles. a class action lawsuit is what i would like to join just like the one that happened to toyota.

hours of setting along the road waiting for help. seeing how its under warranty and ford is refusing to be honorable i will have to take it to a shop and get it taped together just long enough to get it it the auction where they buy them for scrap as most car people already know better then to try and keep one of these running out of pocket

joy of Scottsburg, VA July 10, 2010

2002 Ford F250 Super duty Diesel 4X4 rolls backward when the accelerator is pressed. like the transmission doesn't lock in gear. The differential bands don't lock unless the overdrive is disabled. Meaning that when I try to pull into traffic, the truck won't accelerate and sometimes rolls backward into cars behind me. Been lucky so far and caught the truck before an accident. The economic damage is continual return to the shop for repair of the

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- CheapTripsMember.com
- NumberHawk.com



same differential problem or other? Rolling backwards into traffic is a serious accident waiting to happen, not IF, but WHEN.

DAVE of SOUTH LAKE TAHOE, CA July 9, 2010

I bought a 2011 F350 Diesel truck VIN 1FT7W3BT3BEA01851, 4100 miles. It has used 5 quts oil, trans. stutters, lousy mileage. Took it to dealer 6-30-10 to fix, can't get parts. Its still there. Cust. service is useless. Asked for new crate eng. Ford refused. Asked for increase of warranty mileage without time restriction. Ford refused. I bought a \$55,000 new truck that will have a rebuilt eng. Do not buy a 2011 Ford truck.

Jim of Moreno Valley, CA June 28, 2010

I own a 2004 Ford 250 Diesel Truck which has 60,000 miles on it. In 2006, I developed a problem with the engine which caused it to surge and lose power while towing my trailer. The check engine light would also come on. I took my vehicle to Redlands Ford in Redlands California. They diagnosed the problem stating it had something to do with the EGR operation. Repairs were made. Since then, I have had my vehicle back to that dealer for the exact same problem and each time they were unable to determine the problem. One time they stated the "EGR system was erratic" but were unable to diagnose exactly.

Finally, in June of 2010, I once again took my vehicle into Redlands Ford for the exact same problems and they diagnosed the problem as a faulty EGR system. Repairs were made at a cost of \$3600.00. I assumed that since the problem originated under my warranty period, that all costs would be covered. I was informed by Redlands Ford that they had been in contact with Ford Motor Company who stated that since my vehicle was no longer under warranty, that I would be responsible for the costs.

I contacted Ford Motor Company and stated my case on June 28, 2010. I explained to them that since the problem began under warranty, I felt that they should be responsible and honor my request. They were adamant to the fact that since the problem was finally diagnosed after the warranty had run out I would be responsible for all repair costs. When I tried to explain to them that the problem originated while my vehicle was still under warranty, they once again told me that since the problem was finally diagnosed after the warranty had run out, I would be responsible. My question to you is, Since the problem started while under warranty, shouldn't Ford Motor Company be responsible for the repair costs? I have copies of all my repair records. I was responsible for a \$3600.00 repair cost for my vehicle for a problem that originated while under warranty.

Thomas of Tulare, CA April 15, 2010

I just purchased a 2006 Ford F350 diesel dually 4x4 with 73000 miles on it. I was told the truck had no problems. One week later while driving in San Jose, California I was travelling on the 101 at approximately 60 mph when I hit a small pot hole in the road and the truck started shimmering to the point that I lost control and ended up sideways on the side of the road. It was violent enough that it threw a coffee cup full of coffee that my wife had in the cup holder across the windshield. After settling down I corrected my path and drove back to Tulare without incident.

I purchased this truck to pull a new 5th wheel trailer that we just bought but am now "gun shy" and have no confidence in the truck especially after investigating the consumer complaints relating to others with the same problem. I have only had the truck for a week and the dealer where I bought it says they will have it "repaired" but that I'm responsible for 50% of the costs for parts and labor. I feel sure that the problem was known by the dealer and positively known by the previous owner. The shimmy is known in the industry as the "Death Wobble" and Ford has been made aware of it but has not done anything about it.

Barbara of Hebron, KY March 9, 2010

My husband purchased a used F450 6.0 diesel truck from an

individual. The truck was under a 100,000 mile warranty. At 88,000 miles the truck started billowing out smoke and he took it to a Oxmoor Ford in Louisville for repairs b/c that's where he broke down. They replaced the EGR Cooling unit, 4 injectors, and other related parts because the EGR failed.

At 99,800 miles the truck started smoking and my husband took it to Haag Ford in Indiana. They told us the EGR cooling unit had failed again and they replaced it along with injectors and other related engine problems that were a result of the EGR failing. So far all of this was covered under the manufacturer warranty. At 111,000, the truck started pouring out smoke and my husband took it back to Haag Ford where they replaced the EGR cooling unit again with related parts b/c it had failed. This was covered under the 12,000 mile part warranty from the last time it was fixed.

I began to seriously question the reliability of this engine and was even told by the Ford mechanic that Ford had been having problems with the International engine. At 118,000 miles, not even 8,000 miles from the last repair, the truck started pouring out smoke again. We took it back to the dealer and were told that the EGR cooling unit had went out and interfered with the head gaskets, injectors, and many other issues. The total repair cost was \$6400. I was stunned that it happened again and this time there was no warranty.

I asked for assistance from Ford, b/c obviously there is a defect in the engine. Ford was very rude and denied based on the warranty being expired. The customer service rep told me that if I had been a previous Ford customer then they might be able to do more. I guess they don't care about future customers. This is a 50,000 dollar truck.

I began to research and have found many people that are having the same exact issue with their Ford heavy duty truck from 03-07. There was even a lawsuit won by an ambulance driver in Texas where they had so many problems with their truck going out that it interfered in saving lives. They won the law suit and Ford was required to extend the warranty on their 6.0 and pay back repair cost.

I strongly feel that Ford should do this for all 6.0 owners and they should back their product. I can't even trade in the truck b/c everyone knows they are no good if they have this issue. I was extremely disappointed in the way that Ford handled my situation and were unable to back their "Tough Truck". I will never purchase a Ford again! It is a financial hardship. \$6400 is a lot of money. My husband is also losing customers b/c he can't deliver his product.

Michael of Bayville, NY December 8, 2009

There are problems with the 6.0 diesel. We pay over 4,000 dollars for the option and you get 100,000 mile warranty. If you go over by some months like 6 but are under the milage by almost 40,000 they do not cover problems that are known to this engine even by their own service dept.s in this case Syosset Ford a very good dealership.

There is an egr problem that I had to replace at 68,000 miles for \$800, then coming out of the dealer another none problem which is a safety issue the engine will just serge. So if you are at a traffic light you have to hold your foot down on the brake hard or hit the car in front of you. The dealer mechanics and service people know about it Ford denies it.

If you warranty a motor that you are paying much more for under 100,000 miles they should be responsible, or they are just stealing from the public.

Doug of Bridge Lake, BC September 19, 2009

We are very frustrated. In the summer of 2006 we purchased a (2004 Ford F350 super duty, "6 liter" diesel crewcab) this vehicle had only 98,000 km's. "6 liter" is the magic number. Just before

the 160,000 km warranty was off we took the truck in for a check as it was running rough. As it turned out 2 fuel injectors were not working properly so they changed them on warranty. I asked them at this time if they would do all of them, and they said no as none of the others were giving us problems. (We do not know if any fuel injectors were changed before we purchased the vehicle.)

Then at 210,000 km's low and behold the truck was running rough again and we took it in. Again they said another fuel injector was not working properly so we had to pay out of pocket this time. Parts and labour came to approx. \$800.00. Again at 218,000 km's the truck was running rough again and 2 injectors are gone. We have not had these replaced as we will have to save up to do this one.

Well in the mean time I went on the computer to different forums, blogs and truck repair sites about our 2004 Ford. Every one of the sites said poor quality fuel injectors in the 6 liter diesel motors are an ongoing problem for the customers who have purchased these vehicles. These fuel injectors are worth round about \$350.00 each times 8 injectors equals a fair amount of money for the average family.

This is not the only problem we have had with this truck. We are also having problems with the EGR system (Engine Gas Recirculation). This system cools exhaust gases and returns them in engine. It is used by Ford to maintain their emissions control.

Again searching on the internet we have found this to be an extremely common problem. The cost to replace this system by Ford is approx. \$2,600.00 And our truck also has this problem. We wished we had known about these problems with the 6 liter diesel, we would never have bought one. We are a one income family and this is are only vehicle. So everytime it goes in for repairs I miss a days work. We also live one and half hours from the nearest dealership which does the repairs.

John of Overlea, MD July 10, 2009

1995 Ford E-350 Diesel 7/7/2008 - Towed to Dean's Automotive: Computer scan, replace 4 glow plugs on right side, injector drive module tested bad and was replaced. \$2759. 9/19/2008 - Towed to Dean's Automotive: Test and replace defective injector drive module. (Part provided under 12 month warranty by Ford) \$265 towing

4/17/2009 - Towed to Bob Davidson Ford: Diagnostic indicated IDM had internal short and was replaced. (Because they called it an IDM I did not realize that it was the same part that was replaced twice previously). \$1611

6/19/2009 - Took rough running vehicle to Hertrich Ford. Diagnosed problem to be same part that was replaced 7/7/08, 9/19/08, 4/17/09. Zone rep said that Ford will not stand behind their part. Said the failure was caused by another defective part that was missed on the diagnostic by Bob Davidson Ford (although Ford did not mention this on 9/19/08 when they replaced the defective module), on this day they concluded that the battery wiring harness was defective and caused the module failure. \$781

T. Reynolds, Service Manager at Bob Davidson Ford told me that what Ford said was not true and that their \$169.95 diagnostic was just fine, the problem could have been intermittent or it could have been some other problem entirely! He said that he would work with me on it, however, if Ford will not stand behind their warranty and the part fails again in a couple of weeks, why is to stop Ford from saying that some other part caused it? Ford Customer Service says that they cannot help! cost in the area of \$5500 in less than a year and vehicle is still not running because of the same part.

Jamie of edmonton, AB July 8, 2009

I have a 08 ford diesel, 12,500 kms. the truck started smoking and knocking, i took it in and it had water in the fuel system and the

sensor was faulty to tell me that there was water in the system, ford looked in the computer system and showed no errors and showed that it never had water signs or warnings in the system, i paid 81,000 dollars when i walked out said and done, ford is using every excuse to not warranty it,

its been over 2 weeks now and they havent touched it yet! they told me it will cost me over 11,000 dollars to replace injectors and fuel system. they want pictures takin and absolutely everything to try not to cover it threw warranty, there was no sign of water in the system and they will not work on it until i pay for it. i am paying 60 dollars a day for a rental car which is garbage! thats 420.00 dollars a week and so now i got over 800 into this car which the car is only 10,000.

i will never buy another ford diesel and i work in the logging and oil industry and im letting everyone know that there garbage and ford does not stand behind there warranty. its to the point know where i am getting my lawyer involved. i pay 2,000 a month in payments and insurance never mind diesel fuel.

my father has gone throught 15 fords and told me not to deal with them anymore and he went to all dodge diesels and so will i. do not buy a ford beucase they will give you the run around. the 6.4 l are garbage motors and the average guy cannot afford to fix them when there is not warranty! its cheaper just to burn the thing to the ground and get a new one.

Linda of North, VA June 22, 2009

Blown Alternator on E-450 Super duty diesel bus. We were charged with a dianostic fee. Which I assumed included what the problem was and what it would cost to fix it. The original quote was \$569.00 to replace. Found out 4 hours later they quoted for the wrong alternator, vehicle took a 200 amp alternator. Which when the original quote was given I had assumed they had did their homework and knew it was a 200amp alternator. New quote became \$1865.

On friday, other owner (Jill) arrived to see how long before vehicle would be ready. Was told the wrong alternator had arrived. They were investigating why the alternators were different. No real communication was forthcoming from the service department. At 2:30 Jill got a motel room for the weekend thinking Ford would not have the vehicle done, they would not provide any more information when asked.

Park City Ford called at 4:30 on friday to come get the vehicle. NO one that actually worked on vehicle was there to explain what was done. Jill was told there was not full power to the back unit. When Jill questioned about what was done about the different alternator a straight answer could not be given. Jill was told to read what was written at the bottom of the invoice. Invoice said the Power Distribution Box was fried. There was half power to the unit. Jill was informed to get the vehicle off the lot because Park City ford was closed and they were locking the gate.

Long story short. \$1869 later, Jill went less then 50 miles, broke down 2 miles from the GW Bridge on a friday night. Had to be towed into the bronks. New Mechanic found Alternator was wired incorrectly, fried all the wires and battery. Was informed we were lucky the entire vehicle did not catch fire. Jill called Park City Ford on Monday to speak with the shop forman to find out exactly what they did to the vehicle. His answer was "IT WASNT HIS PROBLEM".

OH! and the Power Distribution Box was suppose to be burned out. Thus not providing no power to the back unit. Turns out with the wiring done properly we have full power to the back unit, There was NOTHING WRONG with the Power Distrubution Box. We are a pet transport company. The vehicle had been reoutfitted to accomodate pets. We were fortunate that the only pet on when the bus broke down the second time was my cat.

New mechanic in the Bronks found the alternator to be wired improperly thus causing the wiring to burn out from the battery

to the alternator to the power distribution box. Battery was boiled dry. He rewired from the battery to alternator onto the power distribution box. Jill was left on a Friday night (no car rental were open at this time) to take a cab to LaGuardia Airport, rent a car to drive back to Virginia. New mechanic had bus ready on Wednesday for us to pickup. We had another tow bill, car rental, taxi to and from the airport, extra mechanical bills and loss of income for the vehicle unexpected delay being in shop for extra days.

Walter of Holly Springs, MS March 26, 2009

Walter of Holly Springs MS (03/26/09)

I bought a 2008 f 350 superduty truck with 6.4 liter deisel engine. It has 24,000 miles on it and the motor locked up. They said it had to much water in the fuel system and that caused the motor to lock up. I have a deisel mechanic that works for me that has for 40 years, and I have talked to some other ones. None of them have ever heard of such. They and myself say that it has two fuel filter and they should not let that happen.

If that much water is in the fuel system the truck should have quit running or spudded or something long before the engine locked up. It did not, a check engine light never came on or anything. It started knocking a few seconds later it quit in the middle of the road. I have 9 ford vehicles and we just sold or traded 2 and I have not had any trouble with them. They are telling me that its my fault not thiers and that FORD will not fix it.

I should contact my insurance company to get them two pay for it. I know that Ford has a recall on 2008 6.4 liter engines and I think that may be the cause of the trouble, but I don't think FORD wants to admit it.

Sheri of Eureka, MT March 25, 2009

Sheri of Eureka MT (03/25/09)

My 2008 F350 Diesel. ran off at over a hundred miles an hour with no way to stop it other than putting it into park. Three times. Had it hauled to dealer and head of service says you didn't here it from me but this is the third one like this that has come in and the second one was in a collision and told me there was no software to fix them and advised me to get an attorney.

\$31,000 into a truck I will never drive again and people need to know that not only will they burst into flames they will take off at over a hundred miles an hour. To top it off Ford credit picked it up at the dealers where I left it to be fixed and no one knows where the truck is and Ford Credit says that I voluntarily surrendered my truck. When I was only waiting for it to be fixed. And People that own these trucks need to know this.

\$31,000 and no truck. Lost work with no truck and plenty of mental and emotional anguish. Thank- goodness no one was injured.

Matt of Sedalia, CO February 24, 2009

Matt of Sedalia CO (02/24/09)

I purchased a 2005 Ford F-350 with a Powerstroke Diesel engine. The truck has been a complete failure. After 1 new engine and over 15 trips to the shop, I now own a truck that has no value and is not running and out of warranty.

Jolene of Cambridge, MN February 2, 2009

Jolene of Cambridge MN (02/02/09)

While my husband was driving his newly acquired used Ford F-350 diesel truck, it started on fire and flames were coming into the truck through the fire wall and up his leg, which led him to stop immediately and exit while it completely engulfed itself in flames. He was very ill feeling afterwards due to the smoke he inhaled and the thought that if it were myself and the kids in the truck-we wouldn't be here. Seeing the truck after the fire was put out-you wouldn't believe ANYONE would have been a survivor. The recall Ford has out on the truck only states a recall about the

possibility of fire if the truck is rear-ended in an accident and how to prevent that, but no recall pertaining to what happened to my husband's truck.

It was newly acquired and added to our auto insurer's policy so the discrimination there, the tow yard who released the burnt truck to an unauthorized tow company, The health of my husband afterwards, the trauma associated with a near death disaster, being left without a vehicle due to insurance rep not having put requested coverage on the vehicle in the first place, not knowing what to do now and wondering what to do so that another family does not have to go through what ours has.

Harry of Ft Collins, CO January 15, 2009

Harry of Ft Collins CO (01/15/09)

2004 Ford F-550 diesel tank rusting. Vehicle has 114,500 miles. Highly maintained, fresh fuel etc. Also 2003 Ford F-550 diesel with same problem, about same miles. Silvery material flakes off and plugs filters, filters and fuel strainers. I have replaced several injectors etc. on both vehicles and have a Ford extended warranty. Problem is this has been going on for several months before it was finally figured out and repaired after warranty miles up. My mechanic finally put a mirror in the tank and saw the rust. Tanks replaced by non Ford shop because the Ford dealer in my area is your worst nightmare and a bunch of liars.

I found out a update was issued by Ford to replace a fuel vent on top of the truck to keep moisture out. I have had these vehicles in a Ford dealer for service several times since purchase new, and was never told about this problem. These tanks are defective and I have had vehicles stall dead in traffic several times. This should be a recall due to sudden vehicle stalling. I know several other Ford owners with lots of fuel system related problems and they are treated just as bad as myself.

I have several thousand dollars in repairs out of pocket and have another 2004 that is showing the same deterioration of the liner. On top of this I have several hundred dollars in tow truck costs.

Mike of Sterling Heights, MI December 10, 2008

Mike of Sterling Heights MI (12/10/08)

On Dec 5th 2008 my 2003 f250 6.0 diesel truck started idling high and the rpm's were jumping up. When the rpms would jump up it would make the truck go faster than what I was going. It would also stall out at idle. Took it into the ford dealer on 12-8-08. The dealership said it was the icp sensor, my truck is know for this problem, they also said the turbo is starting to stick. This truck is only 5 years old and has 64,000 miles on it.

\$450.00 to fix icp sensor and is going to cost \$1600.00 to replace turbo

Craig of Glendale, AZ August 27, 2008

I purchased a 2003 late model Ford F-450 with the 6.0 diesel motor. I have been told it is a poorly designed motor. I bought the truck for \$20,000. After only 2 months it had oil in the radiator. I took it to Sanderson Ford for repair and it cost \$3,500. I was told it had to do with the oil inner cooler for the fuel injection system. After another 2 months the fuel injection high pressure pump went out. I again took it to Sanderson Ford for repair costing me another \$2,500 for a new pump.

upon picking up my truck the service mang. told me there was a small oil leak. I drove less than 3 miles and the smoke was so bad I took the truck right back. The problem turned out to be 4 striped bolts (which made me wonder what else they may have done wrong). About 2 weeks later while driving I had a sudden loss of power and then smoke and then FIRE. Again I took the truck to Sanderson and I was told I had 2 blown pistons #1 and #3. They suggested I spend another \$10,000 for a new motor with known problems.

I have since found there are law suits over this motor but only

with ambulances. I dont feel this is fair can some one PLEASE help me. Even the mech. at the Ford dealership said it was not a good motor and I shoud get rid of the truck. I dont like the idea of putting more money in it just to shove it off on someone else. Cant Ford stand up and make things right. I use this truck for my business so it has cost me much more than the \$6,000 spent, and the \$10,000 estimated, plus \$20,000 spent to purchase the truck. I feel business lose could be in the tens of thousands. Physical damage is a truck setting at the shop that I cant use.

Karen of Cave Creek, AZ July 1, 2008

Karen of Cave Creek AZ (07/01/08)

I purchased a 2003 Ford 350 diesel truck in November 2004 with 42,000 miles. It now has 67,000 miles and blown head gaskets. The warranty expired on 28 May 2008 and I did not renew because there were no problems and it has such low mileage. On 24 June 2008 the head gaskets failed. Ford will not do anything and the cost will be in excess of 4,000 dollars. Evidently, there is a known problem about EGR coolers leaking which would have caused the problem. This truck has been well maintained at a reputable dealer through the 3.5 years that I have owned it. Is there any help that I can get or addresses where this complaint may be sent? I will never buy a Ford product again, and that is sad.

Albert of Mobile, AL June 29, 2008

Albert of Mobile AL (06/29/08)

I have an 2007 Ford F350 diesel truck. At aprox 9000 miles I noticed an oil leak. After several attempts to get it in for service, I finally got it in and they kept it for a week. Said they couldn't determine where the leak was. So they put dye in the oil and sent me home. I brought it back after I drove it a few 1000 miles as they instructed. They attempted to fix it but refused to give me a ticket. Said they fixed one leak but found another. I brought it back again and they kept it for a week and two days and I finally got a rental car this time. They said they fixed it again, but still wont give me a ticket saying what they did. It is still not fixed. I now have 13K miles on the truck and it still leaks oil. I want to return it due to lemon law? I need help

This is a 40,000 dollar piece of junk, I want my money back

Matthew of Turlock, CA June 23, 2008

Matthew of Turlock CA (06/23/08)

We have an '03 F250 turbo diesel w/ peeling paint. This truck has been recalled several times for various issues. We first went to the dealer, who took pictures of the damaged areas. They called Ford, then WE called Ford. Got the same story. We're sorry, that's out of 3yr/36,000 warranty. The paint is seperating from the primer. This truck has been garaged, or kept under cover. We noticed the roof paint looked to be thinning a year ago at the edge of the groove, and then a chip fell off, & most recently, a long wide strip on the door jam, just fell off.

Jeff of Tempe, AZ June 22, 2008

Jeff of Tempe AZ (06/22/08)

I purchased a new 2004 F350 6.0 Diesel from Jones Ford in Buckeye, Arizona. Tom Bolton made the sale and I was satisfied with the deal and the low pressure approach (good guy). The truck ran very well for the first 40,000 miles and then developed a series of power related problems. Having relocated to Tempe, Arizona, I began having my truck serviced at Earnhardt Ford (coincidentally at about 40,000 miles). The first time I took the truck in after experiencing a loss of power and rough idle, the service advisor stated that they had been experiencing a number of similar complaints. She stated that they just needed to do this computer flashy thingy since the computer sometimes loses its mind. After translation from an actual service technician, I expected that the installed computer update would have fixed the problem. It did not. Three additional trips within the next four months still did not fix the problem, although I was charged the customary \$100 deductible for WARRANTY work. A long story

short... The problem then actually turned out to be a failed injector. In fact, I have had 9 failed injectors on this truck and I am pretty sure that I am working on number 10 with 97,000 miles. I have been advised that Ford does not believe that they have a injector design problem. I am a design engineer for a nuclear power plant and am relatively confident that my management and the public would be concerned if my product design had the same failure rate. I am approaching the 100,000 mile warranty limit. The service people at the dealership have advised that the out-of-warranty cost to replace one injector is approximately \$1500. My truck now sits since I can't sell it and I can't go over the warranty mileage. I will be leaving Ford and going back to Chevy for my next truck. Ford is confused. If Ford would like to keep my business, they should own up to their design issues, pay me back my \$1400 in warranty deductibles, explain flashy things to their services reps, and higher qualified engineers with actual four year degrees.

Barrett of Pittsboro, NC June 18, 2008

Barrett of Pittsboro NC (06/18/08)
2005 Ford F-250 Diesel front end and suspension shimmy issue as reported on your site.

Kerry of Leakey, TX May 7, 2008

Kerry of Leakey TX (05/07/08)
2008 Ford F-350 DRW 6.4 Powerstroke diesel purchased June 2007. The engine is designed to initiate a regeneration of the DPF (Diesel Particulate Filter) at speeds over 35 mph and/or when the truck is in park it will increase idle to 1100-1200 rpm to generate enough heat to burn the soot out of DPF this may last upto 30 minutes if left at an idle. The engine is supposed to return to a normal idle of 650 rpm if the brake pedal is pressed to allow the truck to be put into gear without trying to shell the transmission. Once in gear the regeneration process should not resume until the truck reaches a speed of 35 mph or above and it should stop when the speed drops below 35 mph. My problem is that my engine has on many, many, times failed to stop the regen process when i would stop after running at highway speeds and then drop down below 35 mph and i have applied the brakes to stop for instance at a traffic signal where i would have to apply more pressure to the brake pedal to stop because the engine would still be running at 1100-1200 rpm when i would get truck to a complete stop. The first time this happened (July 2007 at about 3,500 miles) I exited a freeway and noticed that as i came down the ramp that the truck downshifted real hard upto the traffic signal and that is when i noticed that the engine was still running at 1100 rpm. called my dealer at that very moment to tell them of the problem. was told to come by the dealership and let them have a look. The dealership connects thier computer to the truck and find no faults or codes that would explain the problem and decide to update the ECM (Electronic Control Module) and this should solve the problem. NO WRITE-UP

Second occurrence (October 2007 @ about 7,500 miles) same problem, Roy the service manager of the dealership is brought upto date of the problem. He calls Ford motor Company's hotline for assistance and is told to update the ECM and to check the wiring harness for loose connections for this has been a condition that was found on other trucks. The truck is down for about a week. Again NO WRITE-UP, NO RECORD OF THIS VISIT.

Third visit (December, 2007 about 13,500 miles) problem re-occurs with the added problem of the truck failing to accelerate from a stop until the throttle has been pressed 4- 5 times. truck is back at the dealership for a week due to the wrong parts being ordered. I am told by the sevice writer that i must be hitting the brake and throttle at the same time. I assured him that this is not the case my foot is not that big. WRITE-UP ON THIS VISIT

Febuary, 2008 20,135 miles, problem comes back on a busy street during rush hour. AGAIN with the ECM update. I asked the owner of the dealership how to get in contact with Ford Motor Company, so that i could speak to someone that might be able to decipher the problem and i was told to ask the service manager for

that information. The service Manager told me that he could not give the name or number to this areas Ford engineer. I was told that my name and number would be given to him and he would call me. I never recieved a call from the engineer, so I called the dealership and ask if the engineer had been contacted. I am assured that he he had and that his reply was that i must be using the wrong fuel in my truck (LOW SULFUR @ 500 ppm rather than ULTRA-LOW SULFUR @ 15 ppm). I am very careful of where i fuel and do know the differance and the ramafications of improper fuel in the new engines. On the day that i pick up my truck I am advised that this shop has two other trucks coming in with the same problem as mine. I know one of the truck owners personally and have been in his truck when it has done the same as mine.

Fifth visit April 22, 2008 @ 24,700 miles the truck is back at the dealership same problem. The shop does another update to the ECM and reset some of it's parameters and replace the EGR valve (I thought with the 6.4 I was done with EGR valve problems that i had with the 6.0). Picked up the truck on April 25, 2008, drove no more than 80 miles problem is back with a vengeance. Now it occurs while backing out of a driveway and does nt stop even after pumping the brakes and going to neutral and waiting awhile and then into drive continues for a good thirty seconds while in drive before the idle drops back to normal. sixth visit April 28, 2008 @ 24,807 miles truck goes back to dealer. I am given the number for Ford's Customers service line and tell them of the issue. truck still sitting in the same spot.

Les of Oneida, TN April 4, 2008

Les of Oneida TN (04/04/08)

I bought a new 08 F-550 Ford with the new 6.4 Diesel in it. The engine failed on me with only 1602 miles on it and neither Ford does not want to cover it under warranty. They say that I got some Bad Fuel, and that the parts are not covered under warranty. And all they have to say is Bad Fuel and it says in the owners manual, that if contaminated fuel caused the problem, they don't have to cover it. I saw the amount of water, believe me it was so small that there was no way it could cause major internal damage. They said bad fuel. Although they put the first tank of fuel in it. They insist it was my fuel. A diesel engine should shut down or cut out when water hits the fuel filter. My truck did neither, it started making loud squeeling noises from inside the engine. No way was it the fuel.

Chuck of Temecula, CA March 30, 2008

Chuck of Temecula CA (03/30/08)

I took my Ford F250 Super Duty Diesel truck in to get repairs for running very poorly, smoking and great loss of power. It had 91,000 miles, still under warranty. All they did was clean the EGR Cooler. They new they wouldn't get any money from me under warranty so they basically just put a band aid on the problem. Three months later I had to pull off the road to the nearest Ford Dealer (Heller Ford Escondido) because the engine light was on and smoking with great loss of power. They replaced the EGR Cooler for \$1,922. 23 days later I had to pull off the road again to the nearest Ford Dealer. Fiesta Ford of Indio replaced the map sensor for \$350. They also wrote on my ticket that I still had a problem with the EGR system. 2 1/2 months later the engine light came on and the truck was running badly, this time they cleaned EGR valve tightened EGR terminals for \$242. 10 days later engine light came on again, this time I got a new EGR valve for \$409. I drove away and didn't get 2 blocks, engine lights back on, temp gauge is HOT and thick smoke coming from tail pipe. This time I got another new EGR Cooler and Engine Oil Cooler. Bruce told me it was my Lucky Day. They would only charge me \$1,200 to do this all over again! The day after these repairs were done the engine light was back on. It was night so when I came out the next morning there was a huge puddle of oil on my driveway. I had it towed back to Rancho Ford. This time it was a Pressure Sensor that blew off the top of the motor and sent oil all over the engine and my driveway. When I got my truck back from Bruce, the radio didn't work. He said I needed a whole new radio. I said no, I need a whole new truck! Now 7 months later the truck is back at

Rancho Ford. It needs another EGR Cooler for \$2,100. The mechanic who has worked on my truck told me these trucks are no good, he can't even keep them on the road. This truck has been a living nightmare. Ford will not replace my vehicle and I don't want it.

James of San Clemente, CA March 12, 2008

James of San Clemente CA (03/12/08)

I bought a brand new 2004 F-250 Diesel Pickup. Since then it has been in the shop multiple times for a variety of reasons, most of all changing the turbo (it has 4 turbos put on). Twice the turbo gave out on long family trips in Northern California pulling the family 19' ski boat. Supportive documentation upon request.

Glenn of San Francisco, CA March 10, 2008

Glenn of San Francisco CA (03/10/08)

I own a 2001 Ford E350 Diesel van for my plumbing business here in San Francisco. Two weeks ago, I've discovered that the van has lost power as it climbing up hill. The problem had developed more severe. At a point where it just cannot go up any slopes. I took it into the dealer San Francisco Ford service center on Tuesday 03-04-08, and received a call from the Anton Wong (service advisor) that the fuel system in the van had completely contaminated because the fuel tank wall had falling apart and the scale like material from the wall has contaminated the fuel system. The fuel tank and fuel pump fuel filter assembly had to be replaced. It cost \$4600.00. It turns out to be \$4353.20 to be exact. The service advisor also said that its not an isolated case. I found out later from talking to the technician that he had for a period changed 5 to 6 tanks a week. So I call Ford Motor company to see if there is a re-call. Or maybe they will do some kind of reimbursement or at least offer solutions from future problem. First lady was to call me at 4:00pm the next day. She never did. When I call up again a man first said there is no one by that name at that office. Then he put me on hold only to come at tells that she is there but her computer was down so she can call me back and to have the man tell me she had done the research and Ford is currently not offer any compensation or re-call on this matter. I think if pride and integrity is not Ford is stand for. They offer nothing to rectify to situation. They can event offer any prevention for the future.

Tim of Adamstown, MD February 26, 2008

Tim of Adamstown MD (02/26/08)

we called FORD directly they said they can not solve the problem or do anything for us. To go back to the dealership that we bought the truck from since all there dealerships are independently owned.

2004 F450 6.0 diesel, has left us on the side of the road plenty of times. it acts like it has NO power there has been problems with the fuel injection system. Put in the shop two many times! delays in our work because our truck is in the shop.

John of Carmel, NY January 10, 2008

John of Carmel NY (01/10/08)

Purchased a ford f-350 diesel for RELIABILITY (2004 model)! However, prior to the 75K mark, it has left me stranded on the side of the road with a trailer full of horses no fewer than 3 times problems have included blown turbo and blown head gaskets... i understand that others have the same problem with this vehicle model is it covered under a lemon law?

Frank of Quincy, CA November 22, 2007

Frank of Quincy CA (11/22/07)

Ok to start with this Dealer has changed owners 3 times in the last 3 or 4 years it has always been a Ford dealership And it is were I bought my 2005 F-350 6 liter diesel pickup new. I have had the turbo go out 2 times this year. And each time they work on my

truck they have it 2 to 4 day's. This is my work truck that I have to use each day for my business.

I have a banks power chip, intercooler & exhaust in this pick up & the dealer is telling me that they will not repair my truck any more because of the after market parts. The Dealer will not give me any thing in writing they just say this is all they will do. I have friends that have Ford 6 litter diesels with no after market parts & are having the same trouble with there turbo. Banks has sent me some paper work saying that there parts do not void the Ford warranty but the dealer or service manager tells me that it means nothing to him or Ford. And they will not do any more work as warranty repair with the banks parts on the pickup. So I am suppose to remove them each time I take it the pickup.

It will take about 2 day's to remove all the parts that I have on. I like my pickup And all I want is Ford to install a turbo that will last as long as other turbos do other diesel engines. My pickup had 42,000 the first time the turbo went out and only 45,000 the second time now I have 46,000 on the truck and am not sure when the next turbo will go out. My wife & I have stranded beside the road several times. I have been lucky that my turbo only blows off the hose and I can put it back on. The only problem is I have done that close to 20 plus times in order to get home.

I asked the dealer if there is any thing they or I can do and there on answer was to give me \$15,000 for my truck that is only 3 years old and has 46,000 miles on it & in very good condition and sell me a new one for \$47,000. I can't afford that. I bought my Ford pickup thinking I would have it for many more years than just 3. Is ford making pickups that only last 3 years, thats what it feels like.

Sandy of Temecula, CA October 18, 2007

Sandy of Temecula CA (10/18/07)

I bought a 2008 Ford F350 from this dealership on 8/8/07. After 200 miles the engine light came on. I took the truck back to them to discover two fuel injectors were blown. I asked them if there were any traces of gas in my diesel engine and they told me none was found. Please keep in mind this is the same fuel they put in my new truck when I bought it.

That same day they came back to tell me there was gas in my Diesel engine. Good news for me they gave me a new truck. I have two reasons for telling you this. The first one is my friends Dad in 29 Palms CA. bought the same type truck and has had the same problems and the dealership is telling them they found gas in the Diesel engine.

The second is I received a call from Moss Bros. in Colton CA. asking me how my service on my truck was last week. I found that odd since I didn't have service on my truck last week. This makes me think they have sold this truck and the new owner is having problems. I am wondering if the new owner of this truck was informed of the previous issues, and if it was sold as a new or used truck.

Felix of San Juan, OTHER September 20, 2007

Felix of San Juan Puerto Rico (09/20/07)

On August 10/07 I took my 2005 F250 diesel truck for service because it was stalling. The truck was returned with the same problem and the invoice sheet said that nothing was wrong with it. Approximately two weeks later I returned with the same problem and asked to change the diesel filters, they did but still truck kept on stalling.

On September 14/07 I took the truck back because now the problem was really bad, to the point the truck did not accelerate and it died while driving it, I spoke with the manager, Jorge Cruz and explained my predicament and even showed him some Ford recalls and explained that it seemed that my truck had what was stated in the recall. He replied that my truck was not included on that recall but that he agreed that apparently what was stated in the recall fit the problem I was having with my truck.

Today September 20 I call them because I had not heard from them and I was told that my truck has not been checked yet. I was totally shocked and requested to talk to the manager and he was not present, I requested to get a delivery date and got no return call. I called again and I was told that they were not able to check the truck today that it will be checked tomorrow and then they will call and let me know when I was getting it back.

First time I took my truck to them some of my belongings were stolen, I complained and did not even get a courtesy call even though I expressed my disappointment with their service. It is very unreasonable that they keep your vehicle for so long, they do not care you are without transportation while they are doing nothing. I want my truck fixed NOW! I hope that a least you can place them a call and create some pressure. On my side I will NEVER bring my truck there. As a matter of fact, the truck is still under warranty.

Valerie of San Miguel, CA September 12, 2007

Valerie of San Miguel CA (09/12/07)

For the second time since owning my 2000 Ford F350 Diesel, my emergency brake failed. The first time the truck sustained approximately \$5,000.00 in damages. This time, it looks like the truck will be totaled. Also destroyed was the truck bed and a \$10,000.00 welding machine. Any other problems reported with emergency break failure?

Peter of Grantville, PA August 27, 2007

Peter of Grantville PA (08/27/07)

2008 Ford F-250 Diesel Currently about 2500 miles on it. Extremely hot exhaust when at idle. To date, it has spewed out bluish, greyish smoke from the tail pipe, 4 times. Once after climbing a hill and stopping for a light, it smoked bad. Another time, pulled out at a stop sign and it spewed out heavy smoke for over 3/4 mile. Stopped at the bank drive thru, waiting to cash a check and it began smoking bad and did not stop for several minutes, until I pulled out. Stopped to fuel up, got in and started it and it went into fast idle and bellowed smoke from the tail pipe. It also has a tendency to power down, even on a level road, requiring more pressure on the throttle to maintain speed.

William of Randolph, MA July 31, 2007

William of Randolph MA (07/31/07)

I bought a brand new ford f-250 for 49,000.00... With 944 miles the brand new diesel motor failed and ford is fighting me replacing it and or the truck. No one at ford cares..

Val of Green Bay, WI July 22, 2007

Val of Green Bay WI (07/22/07)

First at 63,000 miles my speedometer decided to go haywire above 30 mph. Then after 80,000 miles the right intake gasket disintegrates and introduces coolant into #1&2 cylinders. Luckily I am a retired Navy diesel mechanic I had the whole top end repaired in two days. The new gaskets are far more superior that factory and FORD should warrenty ALL engines and replace All the gaskets. I currently have the van for sale.

Bill of Monterey, CA June 29, 2007

Bil of Monterey CA (06/29/07)

We as a company currently have 5 ford E-350 work vans that are diesel engines. We have replaced the fuel tanks filters and pumps on all the vans at least once.(1999-2003). I have been told that it is a algae problem, a rust problem, and a sabotage problem, yet it still comes back. We have tried different additives, locks on the gas caps and different fuel stations. As ther are very few diesel vans in our area I would like to know if this has been reported and solved. I have filed a complaint with Ford.

Charles of Louisa, VA June 27, 2007

Charles of Louisa VA (06/27/07)

I have a 2004 Ford F350. Today I had for the forth time the water in fuel light come on. I have spent over 900 replacing the sensor. I use BP diesel fuel for a local station. Each time the dealers one in Pensacola FL and the station in Louisa deny any problem with thier fuel. They have not had other complaints. I talked to Ford complaint office in May 2004 and got no results.

Donald of Cincinnati, OH May 16, 2007

Donald of Cincinnati OH (05/16/07)

i have a ford 2003 focus it haves 25000 miles on it and the key will not work some times, i have owned fords all my life. now looks like a hounda. be for i pay \$39700 to repair it

Brian of Cambridge, MN April 21, 2007

Brian of Cambridge MN (04/21/07)

So far I have had to replace the ignition in my 2000 Ford Focus twice. Both times I come out and the key just won't turn. Have to have it towed to the dealer and have it fixed. Almost missed a wedding once because of this. This seems like something that just should never be a problem. Heck, my 71 chevy works just fine and have never had any ignition problems. I guess I may just have to go back to buying chevy's.....

George of Hopatcong, NJ April 15, 2007

George of Hopatcong NJ (04/15/07)

When i first bought my Ford Focus, the first problem that appeared was when i was making a turn on the road going about 50 mph, the car lost power and then stalled - good thing i was very close to the shoulder. The 2nd time it happen was when i was on the highway making a turn coming down from the ramp. Later on i found out that this cars a defective fuel pump from the factory that keeps the fuel from flowing.

The 2nd major problem i had with this car, was the keys - it would become lock and would not allow me to turn on the car; i spend a long time trying to turn this car on this car many times. I would not recommend this kind of car to anyone, no wonder the Japanese have a major gain over us in the automobile industry, because they really focus on making cars that would really last without much consequences to the pockets of their customers.

Lorraine of Mulberry, FL April 12, 2007

Lorraine of Mulberry FL (04/12/07)

I have had the alternator in a 2003 Ford Focus replace, 3 of the automatic windows have either been repair or are currently not working the air had to be fixed and I have had to have work done on the transmission (5 speed manual shift) Though there are about 95,000 miles on the car and yes I know my premium plus extended warranty is up, the miles are mostly all highway miles, not to mention the fact that the milage has nothing to do with air conditioning or the mechanical parts inside the door panel that work the automatic windows. I have called Ford here in Bartow Florida where I purchased the car, they said they see a lot of these Focus windows having problems, but my warranty is up, I have called Dearborn MI. no one there is interested or wants to listen because why? you guessed it...the warranty is up. I have expressed my feeling to both Dearborn and Bartow that I will never again purchase a Ford product. Until they mean what they say about quality being job #1 (which you would think also meant customer service), I don't want to deal with them. I can't wait to get out from under this car and the car payment and purchase something that will actual work rather than being broke down.

John of Schenley, PA April 8, 2007

John of Schenley PA (04/08/07)

Bought my first new truck in 1998 f250 XLT Power stoke diesel 4 wheel drive it was a left over 97 after i got about 50 miles o the truck i noticed an oil leak took it back they thought it was a front seal, replaced front seal it steal leaked, they found it was a front cover that holds the seal and replaced that it fixed the problem. I

asked ford to change the oil because of replacing the parts there is a possibility of cleaning the mating surfaces of the new parts that debris can enter the oil the did but I couldn't get my truck back until I paid them for the oil change 90 sum dollars,

I wasn't happy but I did. Few months after this I heard creaking in front end Took the truck to them a few times, finally they drilled out the rivots in the front cross member and put nuts and bolts in their places got it back still creaked took it back, their remedy was to weld the nuts to the bolts and the bolts to the frame I thought you weren't allowed to weld any thing to the frame, and i have the invoice with what they welded written on it to back this up. Further more I was told by the salesman the i could put a plow on it. Took it to Zorescos in Monroeville, PA.

Wanted to purchase a plow And they said that the couldn't put a plow on it I asked them why, they responded that Ford recommened not to because the extra weight of the diesel and had to have heavy duty break system on it. They said I can still put one on myself but they wouldn't, I bought the plow put it on. Called the salesman back ask him why he sold me a truck that I couldn't plow with, of course you know salesman have gift to bullcrap. After al of this to this day I put 4 steering colums in it Now I cat find one not even in junk yards they move like hot cakes. so i called ford to buy a new one they said i can't but I can buy the pieces I need, now you know what that means more down time, there is problems with the f-250 1997 xlt tilt steering wheel but they don't wont to admit.

Wat I think it is is the bearings in the steering column they are hard plastiic and should be steel. After this I had a driability problem with the truck took it to another Ford dealership they diagnosed it I repaired it myself, didnt fix the problem, took it back they diagnosed it again put that part on still did fix the problem, have to take it back again, u know any body cn do the trial and error method. it will be about 5,000.00 later that it will be fixed. With all this time and money I could have purchased a new one with warrent but i feel that it would be in the gaage more than out because the 6.0 diesels are no better.

Zachary of Portland, OR March 30, 2007

Zachary of Portland OR (03/30/07)

I bought a 2000 Ford Focus in August of 2007. I didn't know about all these recalls, etc. I had the stalling problem with the check engine light. It's a little scary to have your power steering go out in a 40 mph turn because your engine stalled. It turned out to be a melted vacuum tube coming out of the block. 30 bucks. That's after I replaced the O2 sensor and the DPFE sensor; \$60 and \$118. I just had my gear shift cable snap. \$260. Now my heater /AC won't come on unless it's max (4). I still love the car though, but I wish Ford engineers had been a little more conscientious.

Todd of Jacksonville, FL March 26, 2007

Todd of Jacksonville FL (03/26/07)

I purchased a used 2004 Ford Focuc ZX3 in January 2006. It had 17,100 miles on it. I drove it from January to the middle of December with no problems. Suddenly, in December, my CD player was shutting itself off, then on. A week or so later, it was dark out when this happened and I noticed the head lights, dash lights, CD player all blinked. Sometimes just once, sometimes several times in a short period. On January 3, 2007, I was involved in an accident; I was not injured. The car was towed away and I got it back on 2-05-07.

The second day it was back, I was driving, ie MOVING, when the dials went crazy and landed on the right side of the dial, then swung back around to zero, then resumed their functions. Something new. I called the garage where it had been repaired and was told the car had hiccuped. OK. The past few weeks, I'll be driving or stopped at a light and car will do its light thing. Sometimes the Door Open light comes on during its lights on and off thing.

As it has gotten warmer here the past few weeks, I have decided weather plays no role in its problem. I haven't been to a mechanic yet as I don't feel I'm in danger when it does its on/off/on/off/on thing. Have been reading about the Ford Focus consumer complaints. Most of the people who write have older cars than mine....I see the problems haven't been remedied.

Sonja of Orange Park, FL March 17, 2007

Sonja of Orange Park FL (03/17/07)

I was getting gas and when I go to crank my car back up, the key refused to turn, and the gear shift locked, I tried and tried, no luck, keep in mind I was in an unfamiliar area as well, finally I had to pay a tow truck fifty dollars to tow my car 1/4 of a mile to a ford place, only to have the guy tell me, oh we fix this all the time a lot of Focus's have this problem, it cost me 450 dollars, because he ford place was the only place that could fix it. I called ford and they more or less told me oh well! My car is a 2004 ford focus, btw. I can't believe the Guy told me his self they always fix these, and he said he it could happen again!!!!!!!

Josephine of Billerica, MA March 14, 2007

Josephine of Billerica MA (03/14/07)

i was in a auto accident ford repaired my car had to take back because water in trunk they had my car for a month i finally got it back on march 13th my break went out took my car to have them replaced and they discovered that ford dealer glued my lights togetheri bought this car brand new will own in a few months they should be ashamed of them selves. being a women not what to look for if my lampes did not blow i would have never known shame on me

Tim of Newaygo, MI March 10, 2007

Tim of Newaygo MI (03/10/07)

Left front tire blew while car was being backed out of a parking space. Upon inspection by the tow truck operator, it was found that the left front coil spring had spontaneously broke and punctured the new front tire. The effects of the coil spring puncturing the tire sounded like and gunshot.

Ross of Temecula, CA March 7, 2007

Ross of Temecula CA (03/07/07)

I took my 2006 Ford F350 to Tate's on 3/1/2007 as I had put gas into a diesel tank. They R&R the fuel tank, and changed the fuel filters, put in 1 gallon of diesel and I was done. They then attempted to charge me for 20 hours of labor.

I saw Chuck Weesner, a manager on location, who then told me they had made a mistake and would charge me 5-6 hours. At this point I had been at the dealership for 4.5 hours and needed to continue to Oklahoma City, and I agreed. I was then presented a bill for 10 hours. I was so mad I paid the bill under protest and have since called my credit card company.

I now have quotes from the local dealers in California and have printed notes from Alldata and Mitchell labor guides that indicate the MAXIMUM time would be 5 hours if they cleaned the fuel lines as well, which they did not!!!!!!! I was watching the truck the whole time.

Billy of Tuttle, OK March 5, 2007

Billy of Tuttle OK (03/05/07)

We bought a 2003 Ford F-250 (6.0 liter engine)Pickup in March, 2003 for the main purpose of pulling our 30-foot fifth wheel. EVERY SINGLE TIME we have pulled our fifth wheel, we have had problems and have had to delay our vacations by spending most of our time at repair shops!! The first time we pulled our

fifth-wheel in April of 03 (a month after purchasing it) the truck would only go a max. speed of 40 mph on the highway.

Of course, we had to pull it into a dealership to get it fixed. Then it happened to us again the next time we pulled it and has been happening ever since.... We sent Ford Motor Company a 2 page letter in June of 03 outlining the numerous problems we had but NEVER received any type of response.

Every time we have pulled this fifth wheel, we have had problems!! We have had the turbo replaced twice and so on and so on...When we bought this vehicle, we were assured that this truck would have no problems our fifth wheel - boy, were we fooled!!!!

Jill of Bigfork, MT February 26, 2007

Jill of Bigfork MT (02/26/07)

We purchased a 2002 Ford F350, with an extended warranty in May of 2006, right away we had an issue. We specifically asked the dealer if the truck had a power chip. we were told no it did not. As this is often a sign that a truck has been used hard. When we returned home with the truck my husband and a friend were looking at the engine and we found a power chip...!!!! We were very upset, and had been misled.

The dealer sold this as a certified used vehicle.. yet they did not know this??? Next we took the truck in for an oil change with in 2 months of purchase, they found a cracked air filter housing.. We replaced this, we have done all required maintenance, and up keep , recently the truck has been having issues.. it is using more deisel, and buring oil, we had it checked out and it needs a new engine, dirt had seemed into the engine...

Now the extended warranty will not cover this becasue the air filter is not covered,, and this caused the problem. The truck was sold to us with this defect, and I think it was never even checked out. We simply will not put \$9000 into a new motor. It is not right, we were misled and sold a very expensive truck by a certified dealer that was junk.....

My husband has missed work due to it breaking down, we have had a lot of mechanical work done , none of which has been covered and are fed up with this injustice...!!!!!! Please help..

Kevin of Sanford, FL February 15, 2007

Kevin of Sanford FL (02/15/07)

Purchased 2006 Fusion and Expedition new. The salesman and the dealership assured as the Expedition would pull our camper. The Expedition does pull the camper in a straight line under 40MPH but, Over 40MPH with the independant rear suspension the trailer and vehicle are not safe. Even a small draft from a VW Beetle will cause severe lateral movement of the units. I have a torsion control hitch with anti-sway brake. I can only imagine what the outcome would be with out it. Ford, dealership and salesman could care less now that the vehicle is off the lot.

Kristen of Crystal Lake, IL January 26, 2007

Kristen of Crystal Lake IL (01/26/07)

My complaint is with a 2002 Ford Focus. It is the worst car ever made and I am not afraid to drive it. In the last three weeks, the following problems have erupted: 1. Transmission has blown a gear. I cannot drive unless the over drive is off or else the car just idles. The first time this happened, it nearly caused an accident. 2. The ignition key is stuck in the ignition and will not come out. 3.

The power door locking system has failed so now I have no other recourse than to leave my car unlocked with the ignition key stuck inside. 4. The gear shift sticks and most days it takes me 15-20 minutes of jiggling the button on the gear shift just to get out of park. 5. The back door will not open. 6. The seat belts have stopped locking in place in the rear.

Randy of Fitzgerald, GA January 18, 2007

Randy of Fitzgerald GA (01/18/07)

I have a 2004 F350 Super Duty FX4 crewcab with the 6.0 diesel engine. It has just over 72,000 miles. From February 2005 through October 2005 Ford has replaced 7 injectors, the turbo, the EGR valve, a EGR valve sensor, the turbo hoseclamp. Ford denies having a problem with the injectors on the 6.0 however the service manager states that they are a regular problem and Ford has issued service bulletins to the effect.

Ford has refused to declare the vehicle a lemon and replace it or refund my money(\$43,000). There are 17 pages of documented driveability issues on this truck at the local dealer. After so many trips and still unable to get it repaired I just quit going in with it. It still has injector problems and runs terrible. What a lemon and what jerks FORD is. No wonder they are going broke. FORD.....Fix Or Repair Daily.

I was using the vehicle to transport FEMA travel trailers to hurricane victims. It became so un-reliable I had to stop pulling trailers. I lost thousands of dollars due to not having a vehicle to work with. I have had to take 2 local jobs to make the payments of almost \$800.00 per month on this truck. I have retained an attorney and have filed suit against FORD in Federal court. As expected FORD is using every effort to drag the case along hoping that I will go away. They have issued a warning to my attorney that I am not to sell or trade the vehicle until after such time that one of their engineers can inspect it>>>(then what?) So here I am making payments on a piece of junk I can barely drive back and forth to work

Leonel of Paterson, NJ January 5, 2007

Leonel of Paterson NJ (01/05/07)

I had a problem with the ignition switch in my 2000 Ford Focus. First the key did not go in all the way and when it did, the switch did not turn. I read that many (too many) people have had the same problem and Ford does not want to take responsibility on this. The repair is costing me 400.00, it is not a cheap repair and I am afraid this will happen again. I can not afford a new car now but as soon as I can, I will switch to a maker other than Ford.

Lonnie of Edgewater, FL December 27, 2006

Lonnie of Edgewater FL (12/27/06)

I own a 2004 Ford F350 4X4 6.0 diesel crew cab. At approx 75K the engine started overheating constantly. I took it into the shop, and it was repaired. 3K later the same thing started happening. Again I took it into the shop. Finally at 82K the motor came apart. A new engine was installed, this took 4 weeks, but it was done. Now I took the truck back in at 100K for minor servicing, and told them that I smelled antifreeze again. They explained it was due to overfilling the reservoir tank. Well I have 130K on the truck now, and it overheats constantly. This is a new motor. It starts very poorly in the cold, and I have to add about a gallon of antifreeze daily. This motor is getting ready to go again. But I am out of warranty? This motor has 50K on it, and was brand new. Shouldn't it have a 100k mileage warranty also.

Steve of Bremerton, WA December 20, 2006

Steve of Bremerton WA (12/20/06)

Purchased a Ford F250 Super Duty Ext Cab new in 2001. First Transmission fried at 68,000 miles Paid \$1600.00 to repair it. The second time the transmission fried at 83,000 miles cost another \$1,600.00 to repair. The third time the transmission broke at 103,000 miles. Replaced with new 4L100 Remanufactured for \$4,000.00. I use this Ford tough Truck for hauling a dump trailer and other trailers, never exceeding the Manufacturer's trailer towing capacities. I also have had the truck serviced by the same Dealer at all the Ford required intervals.

Timothy of Raleigh, NC December 19, 2006

Timothy of Raleigh NC (12/19/06)

Went to ford dealership about a problem with my car leaking water on floorboard, got back in and key will not turn in igniton, I did get it to turn but when I got home same problem frozen

Dave of Vienna, WV December 16, 2006

Dave of Vienna WV (12/16/06)

2001 Ford Focus ignition problems. My daughter called me late last night telling me that the key would not go into the ignition. I had never heard about this before, the car is a used car purchased from a local Ford dealer. I didn't know why it wouldn't go in so I did a search on the internet and to my surprise there has been multiple instances of this happening! Why isn't there a recall on this! I am outraged that this can not be taken care of since it could leave someone stranded resulting in the consumer paying hundreds of dollars to get this fixed. This is, as I see, a well known problem with the quality of FORD. I guess the sayings is correct with the MEANING of FORD.. Fix Or Repair Daily... or Found On Road Dead. ...This car only had 50K miles on it.

Linda of Little Rock, AR December 11, 2006

Linda of Little Rock AR (12/11/06)

My Ford Focus ignition would not work. The key would go into the ignition but would not turn. It cost 338.00 to have a the repairs made. I had to call a mechanic to come to my son's house in Kansas to replace it. If this is happening to alot of the Ford Focus should this not be a recall.

Chris of Cuyahoga Falls, OH December 4, 2006

Chris of Cuyahoga Falls OH (12/04/06)

I have had the same issue as everyone else. I went to start my car today and I cannot get my key to turn. This is a bunch of suck.

I am looking at \$300 to fix this problem, I am getting married in 27 days and I dont have that kind of money to be throwing down the drain.

Jim of Moreno Valley, CA June 28, 2010

I own a 2004 Ford 250 Diesel Truck which has 60,000 miles on it. In 2006, I developed a problem with the engine which caused it to surge and lose power while towing my trailer. The check engine light would also come on. I took my vehicle to Redlands Ford in Redlands California. They diagnosed the problem stating it had something to do with the EGR operation. Repairs were made. Since then, I have had my vehicle back to that dealer for the exact same problem and each time they were unable to determine the problem. One time they stated the "EGR system was erratic" but were unable to diagnose exactly.

Finally, in June of 2010, I once again took my vehicle into Redlands Ford for the exact same problems and they diagnosed the problem as a faulty EGR system. Repairs were made at a cost of 3600.00. I assumed that since the problem originated under my warranty period, that all costs would be covered. I was informed by Redlands Ford that they had been in contact with Ford Motor Company who stated that since my vehicle was no longer under warranty, that I would be responsible for the costs.

I contacted Ford Motor Company and stated my case on June 28, 2010. I explained to them that since the problem began under warranty, I felt that they should be responsible and honor my request. They were adamant to the fact that since the problem was finally diagnosed after the warranty had run out I would be responsible for all repair costs. When I tried to explain to them that the problem originated while my vehicle was still under warranty, they once again told me that since the problem was finally diagnosed after the warranty had run out, I would be

responsible. My question to you is, Since the problem started while under warranty, shouldn't Ford Motor Company be responsible for the repair costs? I have copies of all my repair records. I was responsible for a 3600.00 repair cost for my vehicle for a problem that originated while under warranty.

Thomas of Tulare, CA April 15, 2010

I just purchased a 2006 Ford F350 diesel dually 4x4 with 73000 miles on it. I was told the truck had no problems. One week later while driving in San Jose, California I was travelling on the 101 at approximately 60 mph when I hit a small pot hole in the road and the truck started shimmering to the point that I lost control and ended up sideways on the side of the road. It was violent enough that it threw a coffee cup full of coffee that my wife had in the cup holder across the windshield. After settling down I corrected my path and drove back to Tulare without incident.

I purchased this truck to pull a new 5th wheel trailer that we just bought but am now "gun shy" and have no confidence in the truck especially after investigating the consumer complaints relating to others with the same problem. I have only had the truck for a week and the dealer where I bought it says they will have it "repaired" but that I'm responsible for 50% of the costs for parts and labor. I feel sure that the problem was known by the dealer and positively known by the previous owner. The shimmy is known in the industry as the "Death Wobble" and Ford has been made aware of it but has not done anything about it.

Barbara of Hebron, KY March 9, 2010

My husband purchased a used F450 6.0 diesel truck from an individual. The truck was under a 100,000 mile warranty. At 88,000 miles the truck started billowing out smoke and he took it to a Oxmoor Ford in Louisville for repairs b/c that's where he broke down. They replaced the EGR Cooling unit, 4 injectors, and other related parts because the EGR failed.

At 99,800 miles the truck started smoking and my husband took it to Haag Ford in Indiana. They told us the EGR cooling unit had failed again and they replaced it along with injectors and other related engine problems that were a result of the EGR failing. So far all of this was covered under the manufacturer warranty. At 111,000, the truck started pouring out smoke and my husband took it back to Haag Ford where they replaced the EGR cooling unit again with related parts b/c it had failed. This was covered under the 12,000 mile part warranty from the last time it was fixed.

I began to seriously question the reliability of this engine and was even told by the Ford mechanic that Ford had been having problems with the International engine. At 118,000 miles, not even 8,000 miles from the last repair, the truck started pouring out smoke again. We took it back to the dealer and were told that the EGR cooling unit had went out and interfered with the head gaskets, injectors, and many other issues. The total repair cost was 6400. I was stunned that it happened again and this time there was no warranty.

I asked for assistance from Ford, b/c obviously there is a defect in the engine. Ford was very rude and denied based on the warranty being expired. The customer service rep told me that if I had been a previous Ford customer then they might be able to do more. I guess they don't care about future customers. This is a 50,000 dollar truck.

I began to research and have found many people that are having the same exact issue with their Ford heavy duty truck from 03-07. There was even a lawsuit won by an ambulance driver in Texas where they had so many problems with their truck going out that it interfered in saving lives. They won the law suit and Ford was required to extend the warranty on their 6.0 and pay back repair cost.

I strongly feel that Ford should do this for all 6.0 owners and they should back their product. I can't even trade in the truck b/c

everyone knows they are no good if they have this issue. I was extremely disappointed in the way that Ford handled my situation and were unable to back their "Tough Truck". I will never purchase a Ford again! It is a financial hardship. 6400 is a lot of money. My husband is also losing customers b/c he can't deliver his product.

Michael of Bayville, NY December 8, 2009

There are problems with the 6.0 diesel. We pay over 4,000 dollars for the option and you get 100,000 mile warranty. If you go over by some months like 6 but are under the milage by almost 40,000 they do not cover problems that are known to this engine even by their own service dept.s in this case Syosset Ford a very good dealership.

There is an egr problem that I had to replace at 68,000 miles for 800, then comming out of the dealer another none problem which is a safety issue the engine will just serge. So if you are at a traffic light you have to hold your foot down on the brake hard or hit the car in front of you. The dealer mechanics and service people know about it Ford denies it.

If you warranty a motor that you are paying much more for under 100,000 miles they should be responsible, or they are just stealing from the public.

Doug of Bridge Lake, BC September 19, 2009

We are very frustrated. In the summer of 2006 we purchased a (2004 Ford F350 super duty, "6 liter" diesel crewcab) this vehicle had only 98,000 km's. "6 liter" is the magic number. Just before the 160,000 km warranty was off we took the truck in for a check as it was running rough. As it turned out 2 fuel injectors were not working properly so they changed them on warranty. I asked them at this time if they would do all of them, and they said no as none of the others were giving us problems. (We do not know if any fuel injectors were changed before we purchased the vehicle.)

Then at 210,000 km's low and behold the truck was running rough again and we took it in. Again they said another fuel injector was not working properly so we had to pay out of pocket this time. Parts and labour came to approx. 800.00. Again at 218,000 km's the truck was running rough again and 2 injectors are gone. We have not had these replaced as we will have to save up to do this one.

Well in the mean time I went on the computer to different forums, blogs and truck repair sites about our 2004 Ford. Every one of the sites said poor quality fuel injectors in the 6 liter diesel motors are an ongoing problem for the customers who have purchased these vehicles. These fuel injectors are worth round about 350.00 each times 8 injectors equals a fair amount of money for the average family.

This is not the only problem we have had with this truck. We are also having problems with the EGR system(Engine Gas Recirculation). This system cools exhaust gases and reburns them in engine. It is used by Ford to maintain their emissions control.

Again searching on the internet we have found this to be an extremely common problem. The cost to replace this system by Ford is approx. 2,600.00 And our truck also has this problem. We wished we had known about these problems with the 6 liter diesel, we would never have bought one. We are a one income family and this is are only vehicle. So everytime it goes in for repairs I miss a days work. We also live one and half hours from the nearest dealership which does the repairs.

john of Overlea, MD July 10, 2009

1995 Ford E-350 Diesel 7/7/2008 - Towed to Dean's Automotive: Computer scan, replace 4 glow plugs on right side, injector drive module tested bad and was replaced. 2759. 9/19/2008 - Towed to Dean's Automotive: Test and replace defective injector drive module. (Part provided under 12 month warranty by Ford) 265

towing

4/17/2009 - Towed to Bob Davidson Ford: Diagnostic indicated IDM had internal short and was replaced. (Because they called it an IDM I did not realize that it was the same part that was replaced twice previously). 1611

6/19/2009 - Took rough running vehicle to Hertrich Ford. Diagnosed problem to be same part that was replaced 7/7/08, 9/19/08, 4/17/09. Zone rep said that Ford will not stand behind their part. Said the failure was caused by another defective part that was missed on the diagnostic by Bob Davidson Ford (although Ford did not mention this on 9/19/08 when they replaced the defective module), on this day they concluded that the battery wiring harness was defective and caused the module failure. 781

T. Reynolds, Service Manager at Bob Davidson Ford told me that what Ford said was not true and that their 169.95 diagnostic was just fine, the problem could have been intermittent or it could have been some other problem entirely! He said that he would work with me on it, however, if Ford will not stand behind their warranty and the part fails again in a couple of weeks, why is to stop Ford from saying that some other part caused it? Ford Customer Service says that they cannot help! cost in the area of 5500 in less than a year and vehicle is still not running because of the same part.

Jamie of edmonton , AB July 8, 2009

I have a 08 ford diesel, 12,500 kms. the truck started smoking and knocking, i took it in and it had water in the fuel system and the sensor was faulty to tell me that there was water in the system, ford looked in the computer system and showed no errors and showed that it never had water signs or warnings in the system, i payed 81,000 dollars when i walked out said and done, ford is using every excuse to not warranty it,

its been over 2 weeks now and they havent touched it yet! they told me it will cost me over 11,000 dollars to replace injectors and fuel system. they want pictures taken and absolutely everything to try not to cover it threw warranty, there was no sign of water in the system and they will not work on it until i pay for it. i am paying 60 dollars a day for a rental car which is garbage! thats 420.00 dollars a week and so now i got over 800 into this car which the car is only 10,000.

i will never buy another ford diesel and i work in the logging and oil industry and im letting everyone know that there garbage and ford does not stand behind there warranty. its to the point know where i am getting my lawyer involved. i pay 2,000 a month in payments and insurance never mind diesel fuel.

my father has gone through 15 fords and told me not to deal with them anymore and he went to all dodge diesels and so will i. do not buy a ford because they will give you the run around. the 6.4 l are garbage motors and the average guy cannot afford to fix them when there is not warranty! its cheaper just to burn the thing to the ground and get a new one.

Linda of North, VA June 22, 2009

Blown Alternator on E-450 Super duty diesel bus. We were charged with a diagnostic fee. Which I assumed included what the problem was and what it would cost to fix it. The original quote was 569.00 to replace. Found out 4 hours later they quoted for the wrong alternator, vehicle took a 200 amp alternator. Which when the original quote was given I had assumed they had did their homework and knew it was a 200amp alternator. New quote became 1865.

On friday, other owner (jill) arrived to see how long before vehicle would be ready. Was told the wrong alternator had arrived. They were investigating why the alternators were different. No real communication was forthcoming from the service department. At 2:30 Jill got a motel room for the weekend

thinking Ford would not have the vehicle done, they would not provide any more information when asked.

Park City Ford called at 4:30 on Friday to come get the vehicle. NO one that actually worked on vehicle was there to explain what was done. Jill was told there was not full power to the back unit. When Jill questioned about what was done about the different alternator a straight answer could not be given. Jill was told to read what was written at the bottom of the invoice. Invoice said the Power Distribution Box was fried. There was half power to the unit. Jill was informed to get the vehicle off the lot because Park City Ford was closed and they were locking the gate.

Long story short. 1869 later, Jill went less than 50 miles, broke down 2 miles from the GW Bridge on a Friday night. Had to be towed into the Bronx. New Mechanic found Alternator was wired incorrectly, fried all the wires and battery. Was informed we were lucky the entire vehicle did not catch fire. Jill called Park City Ford on Monday to speak with the shop foreman to find out exactly what they did to the vehicle. His answer was "IT WASN'T HIS PROBLEM".

OH! and the Power Distribution Box was suppose to be burned out. Thus not providing no power to the back unit. Turns out with the wiring done properly we have full power to the back unit, There was NOTHING WRONG with the Power Distribution Box. We are a pet transport company. The vehicle had been reoutfitted to accommodate pets. We were fortunate that the only pet on when the bus broke down the second time was my cat.

New mechanic in the Bronx found the alternator to be wired improperly thus causing the wiring to burn out from the battery to the alternator to the power distribution box. Battery was boiled dry. He rewired from the battery to alternator onto the power distribution box. Jill was left on a Friday night (no car rental were open at this time) to take a cab to LaGuardia Airport, rent a car to drive back to Virginia. New mechanic had bus ready on Wednesday for us to pickup. We had another tow bill, car rental, taxi to and from the airport, extra mechanical bills and loss of income for the vehicle unexpected delay being in shop for extra days.

Walter of Holly Springs, MS March 26, 2009

Walter of Holly Springs MS (03/26/09)

I bought a 2008 F350 superduty truck with 6.4 liter diesel engine. It has 24,000 miles on it and the motor locked up. They said it had too much water in the fuel system and that caused the motor to lock up. I have a diesel mechanic that works for me that has for 40 years, and I have talked to some other ones. None of them have ever heard of such. They and myself say that it has two fuel filters and they should not let that happen.

If that much water is in the fuel system the truck should have quit running or sputtered or something long before the engine locked up. It did not, a check engine light never came on or anything. It started knocking a few seconds later it quit in the middle of the road. I have 9 Ford vehicles and we just sold or traded 2 and I have not had any trouble with them. They are telling me that it's my fault not theirs and that FORD will not fix it.

I should contact my insurance company to get them to pay for it. I know that Ford has a recall on 2008 6.4 liter engines and I think that may be the cause of the trouble, but I don't think FORD wants to admit it.

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Ford Super Duty

From Wikipedia, the free encyclopedia

See also Ford Super Duty engine for the 401, 477, and 534 engines built from 1958 to 1981.

The **Ford Super Duty** is a line of commercial pickup trucks (over 8,500 lb (3,900 kg) GVWR) introduced in 1998 for the 1999 model year. The F-250 to F-550 Super Duties are assembled at the Kentucky Truck Plant in Louisville, Kentucky. The F-650 and F-750 Super Duties are assembled at the Blue Diamond Truck plant in Mexico.

The Super Duty trucks are larger, heavier built commercial/industrial series pickup trucks with heavier-duty body-on-frame steel ladder frames, axles, springs, brakes, transmissions, more powerful engines, and all other heavier/bigger components (with much higher payload and towing capacities) than the older traditional equivalent F-250, F-250HD (Heavy Duty), and F-350 Ford truck lines. The two-wheel drive and four-wheel drive model frames are the same in the F-250 and F-350 series, making conversion from a two-wheel drive model to a four-wheel drive model less difficult than in other truck models. This is because the '99 model year of the F-series has all the bolt holes in the frame for both two-wheel and four-wheel drive precut by the manufacturer.

Ford Super Duty



Manufacturer	Ford Motor Company
Also called	Ford Western (in some Asian countries)
Production	1999–present
Predecessor	Ford F-250/350
Class	Full-size pickup truck
Layout	Front engine, rear-wheel drive / four-wheel drive

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First generation (1998–2007)

For the 1997 model year, Ford dropped the regular (now to be considered the 'light duty') F-250, F-250HD (Heavy Duty), and F-350 truck lines only to introduce all-new F-250 and F-350 Super Duty trucks. By using two separate but related platforms for F-Series trucks, the inevitable compromises inherent in offering a wide range of load-carrying capacities were avoided. The main competition, General Motors, liked the idea so much that for the 2001 model year, the Chevrolet Silverado HD and GMC Sierra HD were introduced.

These trucks were styled distinctly different for the first time from the smaller F-150 half-ton pickups. They did not share components with the F-150 platform at all (excepting V-8 gas engines), even though it was still considered an F-series truck. Instead of the aero look, it was more boldly angular with a raised hood and lowered fenders, somewhat like fender / hood medium truck style pioneered by the 1994 Dodge Ram pickup. As an industry first, 2 big massive complete ring-style front tow hooks were included. The side windows went lower forward in the door like a commercial medium to heavy duty truck (similar to a Kenworth "Daylight Door"), and the grille was also narrower and tall as if from a larger truck, and in 2001, optional manual telescoping Trailer Tow (TT) mirrors became available.



2002 Ford F-250 with 20-foot (6.1

There were three cab options:

First generation



Also called	F-250 F-350 F-450 F-550
Model year(s)	1998–2007
Assembly	Louisville, Kentucky, United States Silao, Guanajuato, Mexico São Bernardo do Campo, São Paulo, Brazil
Engine(s)	5.4 L <i>Triton</i> V8 6.8 L <i>Triton</i> V10 7.3 L Powerstroke Diesel V8 6.0 L Powerstroke Diesel V8
Transmission (s)	5-speed manual 4-speed 4R100 automatic 6-speed manual 5-speed 5R110W automatic
Wheelbase	137 in (3,480 mm) 141.8 in (3,602 mm) 158 in (4,013 mm) 156.2 in (3,967 mm) 172.4 in (4,379 mm)
Length	222.2 in (5,644 mm)

m) enclosed trailer for four motorcycles

Standard (2-3 passengers) with two doors, SuperCab (5-6 passengers) with 2 reverse-opening small rear doors (4 doors), and the crew cab with 4 full doors and seats for 4-6 people. The Super and Crew cabs came with 6 ¾-foot and 8-foot (2.4 m) full-size bed options, but the Standard cab was only available with the 8' bed. The F-250 Super Duty would also be the base platform for the short-lived Ford Excursion which was the only passenger SUV larger than the Chevrolet Suburban and its twin, the GMC Yukon XL.

	227 in (5,766 mm)
	243.2 in (6,177 mm)
	241.4 in (6,132 mm)
	257.6 in (6,543 mm)
Width	79.9 in (2,029 mm)
	95.5 in (2,426 mm)
Height	76.2 in (1,935 mm) - 81.3 in (2,065 mm)
Related	Ford Excursion

The Ford F-250 and related F-4000 were built in Brazil from 2000 to 2006. Brazilian trucks were widely exported to Australia(F-250), South Africa and Argentina (where they were sold as the F-100).^[1]

Engines

The Super Duty had several available engines. A 2-valve per cylinder 5.4 L Modular V8 with 255 horsepower (190 kW) and 350 foot-pounds force (470 N·m) of torque was standard, while the 2-valve per cylinder 6.8 L Modular V10 with 310 horsepower (230 kW) and 425 ft·lbf (576 N·m) of torque was an option. The 7.3 L Power Stroke turbodiesel with 235 horsepower (175 kW) and 500 foot-pounds force (680 N·m) of torque from 1999 to 2000 and upped to 250 hp (190 kW) and 500 ft·lbf (680 N·m) of torque in 2001 to 2002 trucks equipped with an automatic transmission or 275 hp (205 kW) and 520 ft·lbf (710 N·m) of torque for trucks equipped with a manual transmission.

6.0 Power Stroke

The 6.0 L Power Stroke with a variable-vane turbo was phased in starting in 2003; this engine produced 325 horsepower (242 kW) and 560 foot-pounds force (760 N·m) of torque. The 6.0 L 32-valve pushrod-actuated Power Stroke single-turbo diesel was modified in 2005, boosting torque to 570 ft·lbf (770 N·m), but power remained the same as the previous version with 325 horsepower (242 kW). Due to very high warranty exposure and over 500 vehicle full buybacks (due to the Barneys Law), late 2006 was the last of the 6.0 L diesels. The major problem with the Navistar diesel engines is due to damage resulting from defective fuel injectors. There were also minor problems resulting from the unreliable factory variable-vane turbocharger, EGR valve carbon deposit clogging/sticking, defective Exhaust Pressure (EP) sensor/connector, extensive PCM recalibrations, fuel injector harness chafing/crushing, general engine stalling/bucking, and inability to conform to the new federal diesel emissions standards of January 1, 2007.

Transmissions

Four transmissions were available. A standard 5-speed manual for gasoline engines, a standard 6-speed manual for diesel engines, an optional 4R100 4-speed automatic for gas or diesel, and a 5-speed automatic for the 6.0 diesels. Trucks with the TorqShift 5-speed automatic are rated at exactly 1,000 lb (450 kg) higher towing capacity than trucks with the standard 6-speed manual transmission.

Torqshift 5R110

The Torqshift 5-speed 5R110 automatic transmission replaced the 4-speed in the 2003 model year truck with 6.0 L diesel engine. The TorqShift design in fact has six forward ratios, but only five are advertised, with the 'hidden' gear only used in extreme cold weather. The TorqShift 1st to 5th gear ratios are 3.11, 2.22, 1.55, 1.00, and 0.71:1. It also utilizes an alternate 4th gear, overdrive on 2nd gear of the 3 speed automatic component (0.72 x 1.55), that is 1.10:1 that is used under cold start conditions to aid engine and transmission warm up. On the TorqShift, once the Tow/Haul mode is activated it can help increase a driver's control when towing large loads up and down steep grades and automatically minimizes shifts and maximizes available torque. Upon descent, the Tow/Haul mode utilizes engine braking to help extend brake life and improve driver control. An adaptive shift function monitors the TorqShift's performance over its lifetime, and adjusts shift pressures in real time to assure consistent shift feel and compensate for wear. For ease of maintenance, the TorqShift's oil filter is a spin-off style, mounted on the passenger-side exterior of the transmission. Also the TorqShift's larger fluid lines and a larger transmission oil cooler help to assure cooler operating temperatures, even under the most demanding conditions.

4R100

Gear	1	2	3	4	R
Ratio	2.71:1	1.54:1	1:1	0.71:1	2.88:1

5R110

Gear	1	2	3	4	5	R
Ratio	3.11:1	2.22:1	1.55	1:1	0.71:1	2.88:1

5 Speed Manual

Gear	1	2	3	4	5	R
Ratio	5.72:1	2.94:1	1.61	1:1	0.76:1	5.24:1

ZF S6-650 transmission

Gear	L	1	2	3	4	5	R
Ratio	5.79:1	3.30:1	2.10	1.30	1:1	0.72:1	5.24:1

Transfer Case and 4x4

On 4x4 models there still is a choice of a BorgWarner manual gear-driven transfer case floor shifter with manual front locking hubs or Electronic-Shift-On-the-Fly (ESOF, a \$185 option over the manual) dash knob with vacuum activated automatic and (in case of failure) manual override front hubs. The optional FX4 models are basically a standard 4x4 with an Off Road package that includes a few extras like upgraded heavy duty Rancho shocks, limited-slip rear differential, added skid plates for the fuel tank and transfer case, and two "FX4" decals on both back bed-sides instead of the standard "4x4". For all 4x4 models, the 2-speed transfer case 4x4-LOW range has a gear reduction of 2.72:1. The 2005 F-250 Super Duty has an unusually large number of Complaints^[2] referring to a "Death Wobble" in the front suspension. An investigation has pointed out that tire pressure is very critical although many complaints have posted that correct tire pressure was maintained.

Front and Rear Suspension

The front suspension on 4x4's use a solid front (monobeam) Dana 50 and Dana 60 axles on the F-250 and F-350 pickups. A Dana 60 is used on the F-450 and F-550's until the 2005. The 2005-2007 models use a Dana Super 60. Leaf springs eventually got switched to coils and a sway bar was added. The front suspension on 4x2 models is independent twin I-beam with coil springs on the F-250 and F-350 pickups. While a solid axle is used on F-450 and F-550 trucks.

The rear suspension on all F-250 models and some F-350 models use a 10.5-inch (270 mm) Sterling 10.5 axle 35-spline axle with choices of conventional or limited-slip differentials in 3.73, 4.10, and 4.30:1 ratios. While the other F-350 models use a Dana 80. All models have heavy duty 3" wide leaf springs and staggered shock absorbers. A standard stabilizer bar is included on DRW (dual rear wheel) models. An optional slide-in camper certification package with heavier springs and an optional stabilizer bar package are available on SRW (single rear wheel) models. The rear suspension on F-450 trucks used Dana 80 axles while F-550 models used a Dana 135 until 2005 models. 2005-2007 models use a Dana S 110 axle.



Ford F-350 Dually



Ford F-550 crew cab
pick up



An F-Series Super Duty
brush truck owned by
the Chaires-Capitola
Volunteer Fire
Department near
Tallahassee, Florida



1999-2004 Ford F-550
cutaway

Facelift (2005–2007)

The Super Duty line was restyled for 2005. Exterior styling was given a minor update with a new front end, however, this facelift has major strength improvements.

Major changes over the previous generation of Super Duties includes increased payload (GVWR) and towing (GCWR) capacities, a new taller front grille, new interior, standard locking tailgate, 10-17% thicker partially boxed frame, higher amp alternator, upgraded and larger 4-wheel disc brakes (13.66-in front and 13.39 in (340 mm) rear rotors) with huge twin piston calipers, upgraded engines, upgraded automatic transmission option, an all new optional built-into-dash Ford TowCommand TBC (Trailer Brake Controller) that is fully integrated with the truck's PCM (Powertrain Control Module) and ABS (Anti-lock Braking System), an all new optional built-into-dash 4 AUX upfitter switches (for adding off road lights, winches, snow plows, etc.), and an optional drivers side glove



2005-2007 Ford F-250 crew cab

compartment.

The two previous gas engines were upgraded from the old 2 valve per cylinder to 3 valve (2 intake and 1 exhaust) per cylinder. The standard 5.4 L V8 puts out 300 horsepower (220 kW) and 365 foot-pounds force (495 N·m) of torque, and the optional 6.8 L V10 puts out 362 hp (270 kW) and 457 ft·lbf (620 N·m).

Ford's "Fail-Safe Cooling System" is unique. This system is designed to protect the engine due to loss of coolant (since these engines cannot overheat for being 'overworked'). If the engine overheats, it will automatically switch from 8/10 cylinder (depending on V8 or V10 engine) operation to alternating 4/5 cylinder (depending on V8 or V10 engine) operation. Because there is now 50% less hot combustion, the engine will operate cooler. The vehicle will continue to operate, but with very limited engine power. The now so-called 'dead' cylinders also act like an air pump to cool the engine down even more. This system allows the driver to travel a short distance to obtain service or to reach a repair facility. The distance that can be traveled depends upon vehicle load, outside temperature, and current road conditions.

Only 2 transmissions were made available for the redesigned 2005-2007 models. The standard M6OD 6-speed manual overdrive and the optional heavy duty TorqShift 5R110W 5-speed automatic overdrive with Tow/Haul mode which replaced the 4-speed 4R100 used in the first generation.

Ford offers a PTO (power take-off) which provides direct engine power for accessory equipment without the expense and installation time of separate, independently mounted electric motors or other power sources. The standard equipment 6-speed manual transmission comes with an integrated PTO. The optional TorqShift 5-speed automatic transmission can be equipped with an integrated PTO provision (it automatically locks the torque converter providing power to the PTO gear when the operator turns on the PTO switch).

On 8' long bed models the fuel tank capacity is 38 gallons and the 6.75' short bed models are 29 gallons. Depending on models the optional trailer tow hitch receiver comes with a 2" or 2.5" Class V receiver and 4- and/or 7-pin wiring harness in either 12,500 or 15,000 lb (6,800 kg). All Super Duties come with a Towing Package standard that includes an external oil and transmission coolers installed regardless if the factory hitch receiver was ordered or not. Depending on model and options, the empty title curb weight is 6,000-8,000 lb.

Approximate payload capacities are 3,000 lb (1,400 kg) for the F-250 Super Duty, 4,000 lb (1,800 kg) for the F-350 Super Duty with Single Rear Wheels (SRW), and 5,800 lb (2,600 kg) for the F-350 Super Duty with Dual Rear Wheels (DRW). This generation of Super Duties has exactly double the payload capacity as compared to the older traditional (non-Super Duty) F-250 and F-350 trucks. By direct American comparison to the F-250 SD the Chevrolet Silverado 2500HD/GMC Sierra 2500HD is rated at 2,600 lb (1,200 kg) max and the Dodge Ram 2500 Heavy Duty is rated at only 2,100 lb (950 kg) max payload capacity.

Approximate towing capacity for the F-350 Super Duty is 19,200 lb (8,700 kg) max. By direct American comparison Dodge Ram 3500 Heavy Duty is rated at 16,400 lb (7,400 kg) max and Chevrolet Silverado/GMC Sierra 3500HD is at 16,500 lb (7,500 kg) max.

Second generation

2008–2010

The second-generation Super Duty was to debut for 2007, but quality issues pushed it back to a 2008 model.^[3] The new 2008 model features an all-new 6.4 L (6400 cc, 390.5 cu in) twin-turbo Power Stroke Diesel V8 with piezo fuel injectors to replace the problematic 6.0 L Power Stroke single-turbo Diesel V8.^[4] The new engine is said to produce 350 hp (260 kW) and 650 ft-lbf (880 N·m) of torque.^[5]

After investing \$95 million in the Kentucky plant on various upgrades and modernizations, Ford began production of the 2008 Super Duty trucks on December 18, 2006. However, the truck didn't go on the market until January 2007. The vehicle had its first official showing at the Texas State Fair in 2006.

Located near the same dash area as the last generation (but slightly to the right and more directly below the radio), this generation of Super Duty has the same Ford TowCommand TBC (Trailer Brake Controller) and 4 AUX Upfitter switches as the last generation set-up.

There is an optional concealed slide-out step and swing-up hand grab bar in the rear tailgate for easy access.

Ford introduces its all new optional "Rapid-Heat Supplemental Cab Heater," only available on Super Duty trucks with the Diesel engine and TorqShift automatic transmission. In the winter, it quickly raises the cabin temperature to a comfortable level until the engine is warm enough to handle the job.

Trim levels

This 2nd generation of Super Duty includes the F-250 Super Duty (starting at \$22,380), F-350 Super Duty (starting at \$24,025), and the all new F-450 Super Duty (starting at \$39,205). The F-250 and F-350 Super Duty basically has the same payload and towing specs as the last generation.

The model lineup for the 2010 F-250 and F-350 Super Duty is the XL (starting at \$25,300), XLT (starting at \$28,845), Lariat (starting at \$36,420), Cabela's (starting at \$42,655), King Ranch (starting at \$42,955), and Harley-Davidson (starting at

Second generation



Also called	F-250 F-350 F-450 F-550
Model year(s)	2008–present
Assembly	Louisville, Kentucky, United States Escobedo, Nuevo León, Mexico
Engine(s)	5.4 L Triton V8 6.8 L Triton V10 6.4 L Power Stroke diesel V8 6.2 L "Boss" V8 6.7 L Power Stroke diesel V8
Transmission(s)	ZF S6-650 6-speed manual 5-speed 5R110W automatic 6-speed 6R140 automatic
Wheelbase	137 in (3,480 mm) 141.8 in (3,602 mm) 158 in (4,013 mm) 156.2 in (3,967 mm) 172.4 in (4,379 mm)
Length	227 in (5,766 mm) 231.8 in (5,888 mm) 248 in (6,299 mm) 246.2 in (6,253 mm) 262.4 in (6,665 mm)
Width	79.9 in (2,029 mm) 95.5 in (2,426 mm)
Height	76 in (1,930 mm) – 81 in (2,057 mm)

\$56,925).

The model lineup for the F-450 Super Duty is the XL (starting at \$44,145), XLT (starting at \$49,525), Lariat (starting at \$52,965), King Ranch (starting at \$56,955), and the Harley Davidson (starting at \$62,625)

The FX4 model, which was once just an optional Off Road 4x4 package that could be added to any model in the lineup, is replaced by the 4x4 Off Road Package. The FX4 became a model of its own. It still had the same specs as the previous generation but with more of a sporty trim package. The FX4 model has been discontinued for the 2010 model year and has been reverted to an optional Off Road 4X4 package.

Engines

The same 2 gas engines are carried over and rated exactly the same from the 2nd generation. The 3-valve 5,408 cc (5.408 L; 330.0 cu in) V8 SOHC is standard. The 3-valve 6,802 cc (6.802 L; 415.1 cu in) V10 SOHC is still a \$699 option over the 5.4L V8.^[4]

6.4L Power Stroke

The 4-valve Navistar 6.4 L (6400 cc, 390.5 cu in) V8 OHV Power Stroke twin-turbo diesel (PSD) engine (350 hp and 682TQ) was the diesel engine option until it was replaced in the 2011 model year with a Ford designed 6.7L diesel engine. It was a \$6,895 option over the 5,408 cc (5.408 L; 330.0 cu in) V8.

F-450

Some unique points to highlight of the all new F-450 with a regular production pickup bed, which was only offered as a chassis cab before. It has 2 available axle ratios of 4.30 and 4.88:1. The F-450 Super Duty with the optional 'High Capacity Trailer Tow Package' increases the GCWR (Gross combined weight rating) from 26,000 to 33,000 lb (15,000 kg). Maximum payload is 6,120 lb (2,780 kg). Maximum towing is 24,500 lb (11,100 kg). It comes standard with Crew Cab, 8-foot (2.4 m) long bed, DRW (Dual Rear Wheels), Limited Slip rear axle, 10-lug 19.5-inch (500 mm) wheels, Trailer Tow package, and the TowCommand TBC (Trailer Brake Controller). The only engine offered in the F-450 Super Duty will be the all new 6.4 L V8 Power Stroke twin-turbo diesel. The F-450 is equipped with a standard 6-speed manual or optional 5-speed TorqShift automatic transmission.



2008 Ford F-250 FX4 crew cab



Ford F-250 Super Duty Harley-Davidson crew cab



2008 Ford F-450 crew cab



Ford F-550 Super Duty

2011

The Super Duty line received a large exterior upgrade that includes a new, bigger front fascia. Its engines were also upgraded to better compete with the new Silverado HD and Ram HD.

Engines

The 2011 Ford Super Duty is available with either a gas or diesel engine. The gas option is an E85-capable 6.2 L 2-valve SOHC V8, which puts out 385 horsepower (287 kW) and 405 pound-feet (549 N·m) of torque. The diesel is the new 6.7 L Power Stroke V8, producing 390 hp (291 kW) and 735 lb·ft (997 N·m) of torque.^[6] The new engine has been completely designed and manufactured by Ford, unlike previous models which were sourced from Navistar.

Shortly after the unveiling of the 6.7 L Power Stroke V8, GM unveiled the 2011 Chevrolet Silverado and GMC Sierra 3500HD with Duramax 6.6-liter turbodiesel V8, making 397 hp (296 kW) and 765 lb·ft (1,037 N·m) of torque. Ford quickly responded by boosting the output of the Power Stroke just months after its initial release, to 400 horsepower (298 kW) and 800 lb·ft (1,100 N·m) of torque. For customers who purchased a Super Duty with the original Power Stroke V8, Ford offered a free software upgrade at dealerships to the new level of output^[7].

When equipped with the 6.7 L Power Stroke the F450 is able to tow some 24,400 pounds (11,100 kg) and has a maximum payload of 4,920 pounds (2,230 kg). The F350 has 21,600 pounds (9,800 kg) of towing capacity and 6,520 pounds (2,960 kg) of payload. Each engine is mated to a 6R140 heavy-duty TorqShift six-speed automatic transmission.^[8]

See also



Plasan Sand Cat

- Ford P platform, code name P356
- Ford F-Series
- Ford F-650
- Plasan Sand Cat, armored vehicle based on shortened F-350

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External links

- Ford Super Duty official site

Retrieved from "http://en.wikipedia.org/wiki/Ford_Super_Duty"

Categories: Ford vehicles | Pickup trucks | Vehicles introduced in 1998 | Motor vehicles manufactured in the United States | Rear wheel drive vehicles | All wheel drive vehicles | 1990s automobiles | 2000s automobiles | 2010s automobiles

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National Highway Traffic Safety Admin
office of Defects Investigation, NVS-210
1200 New Jersey Ave SE.
Washington, D.C. 20077-9382