

INFORMATION Redacted PURSUANT TO THE FREEDOM OF



U.S. Department of Transportation
National Highway Traffic Safety Administration

INFORMATION ACT (FOIA) 5 U.S.C. 552(B)(6)
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET:www.nhtsa.dot.gov/hotline

AGENCY USE ONLY 100148

Date Received: 29-JUL-2015
OCT 19 2015

Repository

Reference No. 10744678

OWNER INFORMATION (Type or Print)

Name: [REDACTED]

Address: [REDACTED]

City: PHOENIX State: AZ Zip Code: [REDACTED]

Daytime Telephone Number: [REDACTED] E-mail Address: [REDACTED]

Evening Telephone Number: [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: 1FTYR14U94P [REDACTED]

Make: FORD Model: RANGER Model Year: 2004

Date Purchased: [REDACTED] Dealer's Name and Telephone Number: [REDACTED] Engine: [REDACTED] Fuel Type: [REDACTED]

Original Owner: Dealer's City: [REDACTED] State: [REDACTED] Zip Code: [REDACTED] No: Cylinders: [REDACTED]

Transmission Type: [REDACTED] Antilock Brakes Cruise Control Powertrain: [REDACTED] Multiple Failure: [REDACTED] Incident Date(s): 17-JUL-2014

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: ENGINE (PWS) Failure Mileage: 125000 Failure Speed: [REDACTED]

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make: [REDACTED] Tire Model (Name or Number): [REDACTED] Tire Size (Example P215/65R15): [REDACTED]

DOT No. (Example: DOTMAL9ABC036): [REDACTED] Original Equipment Prior Repair Failure Location: [REDACTED]

Tire Component Code: [REDACTED] Tire Failure Type: [REDACTED]

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: [REDACTED] Date Manufactured: [REDACTED] Model No./Name: [REDACTED]

Seat Type: [REDACTED] Installation System: [REDACTED]

Child Seat Component Code: [REDACTED] Failed Part: [REDACTED]

APPLICABLE INCIDENT INFORMATION
(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash: Yes No Fire: Yes No

Number of Persons Injured: 0 Number of Deaths: 0 Reported to Police: 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 2004 FORD RANGER. WHILE THE VEHICLE WAS STOPPED AT A RED LIGHT, THE CHECK ENGINE WARNING LIGHT ILLUMINATED AND THE VEHICLE STARTED TO IDLE INDEPENDENTLY. THE ACCELERATOR WAS DEPRESSED AND THE VEHICLE FAILED TO ACCELERATE. THE FAILURE RECURRED NUMEROUS TIMES. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 125,000.

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 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.

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

The check engine light comes on when engine is running, once engine is warmed up, if idling check engine light flashes and engine de-lates once vehicle moves engine is in Limp Mode for approx. 30 Ft then engine regains power, this is a very unsafe condition especially when making left turns with oncoming traffic or if taking off from a stop with traffic behind you, putting transmission in Neutral and raising RPM to 1500 will keep engine from derating, but is hard on transmission, this is a problem Ford knows about and they have a service letter for necessary repairs, TSB 05-26-3 Attached are copies of invoice from Ford Dealer for diagnosis and copy of service letter and other peoples complaints for this dangerous issue.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

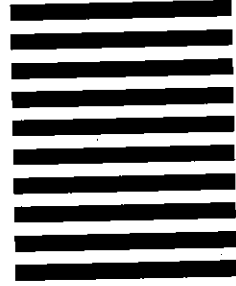
National Highway Traffic Safety Administration

1200 New Jersey Avenue SE. Washington, D.C. 20077-9382

Official Business Penalty for Private Use \$300



NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES



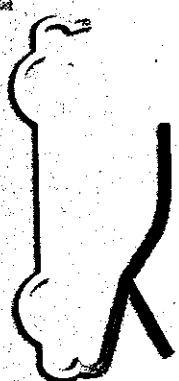
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FIRST-CLASS MAIL PERMIT NO. 1888 WASHINGTON, DC

POSTAGE WILL BE PAID BY ADDRESSEE

US Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-210
1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382



Think your vehicle has a safety defect?



If so:


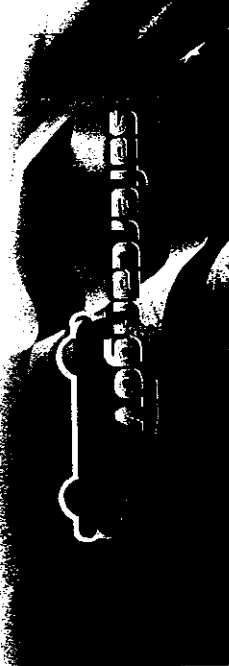
Use the enclosed form to file a report.

or visit:

www.safercar.gov

or call:

Vehicle Safety Hotline
888-327-4236



Vehicle Owner's Questionnaire (VOQ)
U.S. Department of Transportation
National Highway Traffic Safety Administration

CUSTOMER #: [REDACTED]

INVOICE



1330 E. CAMELBACK ROAD
PHOENIX, AZ 85014
PHONE: (602) 850-9000 FAX: (602) 850-9061
www.camelbackfordlincolnmercury.com

PHOENIX, AZ [REDACTED]

PAGE 1

HOME: [REDACTED] CONT: [REDACTED]
BUS: [REDACTED] CELL: [REDACTED]

SERVICE ADVISOR: 2610 JESUS A CUEVAS

COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN/OUT	TAG	
	04	FORD RANGER	1FTYR14U94P [REDACTED]	[REDACTED]	128775/128775	T3910	
DEL DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
01JAN14 IS			17:00 23SEP14		0.00	CASH	24SEP14
01JAN14 DD							

R.O. OPENED: 16:16 22SEP14
 READY: 17:12 24SEP14
 OPTIONS: ENG:3.0_Liter_EFI

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
------	--------	------	------	-------	------	-----	-------

A CUSTOMER STATED THE CHECK ENGINE LIGHT IS ON . FLASHING AT IDLE.
 RUNNING ROUGH AT IDLE.LOSS OF POWER WHEN ACCELERATING FROM A
 STOP

DIAG2 CUSTOMER REQUESTED DIAGNOSIS - SUSPENSION,
 SQUEAKS, RATTLES, ETC...

2527 KOSKOVICH,MICHAEL A LIC#: 2527

PARTS: 0.00 LABOR: 99.95 OTHER: 0.00 TOTAL LINE A: 99.95

128775 LOW BASE ENGINE COMPRESSION CYLINDERS 4/5/6 1.20 VERIFY
 CUSTOMERS CONCERN.CHECK ENGINE LIGHT ON AND ENGINE RUNS ROUGH.PERFORMED
 EEC TEST.QUICK TEST AND PINPOINT.FOUND CODES P0304/P0305/P0306.USING
 IDS PERFORMED RELATIVE COMPRESSION TEST.FOUND CYLINDERS 4/5/6 WITH 18
 PERCENT OF LEAKAGE ADVISED CUSTOMER TO REMOVE LEFT VALVE COVER AND ALL
 ROCKER ARMS AND PERFORM LEAK DOWN TEST.CUSTOMERS DECLINED TEAR DOWN AT
 THIS TIME TECH 2527

B PERFORM MULTI-POINT INSPECTION

99P PERFORM MULTI-POINT INSPECTION

2527 KOSKOVICH,MICHAEL A LIC#: 2527

PARTS: 0.00 LABOR: 0.00 OTHER: 0.00 TOTAL LINE B: 0.00

128775 SEE MULTIPOINT

C SEE ADVISOR TO ADVISE ON WHATS PARTS HAVE BEEN REPLACED
 INFO INFORMATION LINE

2527 KOSKOVICH,MICHAEL A LIC#: 2527

PARTS: 0.00 LABOR: 0.00 OTHER: 0.00 TOTAL LINE C: 0.00

AS IS: The only warranties applying to this part(s) are those which may be offered by the manufacturer. The selling dealer hereby expressly disclaims all warranties, either express or implied, including any implied warranties of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of this part(s) and/or service. Buyer shall not be entitled to recover from the selling dealer any consequential damages, damages to property, damages for loss of use, loss of time, loss of profit, or income, or any other incidental damages.

- Ford/Lincoln Genuine and Motorcraft parts carry an unlimited mileage warranty for 24 months from time of purchase or installation.
- Rebuilt parts 30 days - parts only - no labor.
- Used part as is no warranty.

I ACKNOWLEDGE NOTICE AND ORAL APPROVAL OF AN INCREASE IN THE ORIGINAL ESTIMATED PRICE AND ADDITIONAL CUST. OR WARRANTY WORK PERFORMED, AND/OR RECEIPT OF VEHICLE. CUSTOMER ACCEPTANCE.

X

I ACKNOWLEDGE NOTICE AND ORAL APPROVAL OF AN INCREASE IN THE ORIGINAL ESTIMATE PRICE (WARRANTY IF APPLICABLE)

Customer agrees that any controversy or claim by or between Customer and Dealer (including any of its agents and representatives) of any kind or nature whatsoever shall be settled by arbitration in accordance with the rules of the American Arbitration Association. There shall be no class action arbitration or relief. The arbitration award and/or order shall be final and binding on the parties to the arbitration. Unless the arbitrator determines that enforceability of this Arbitration Clause requires otherwise, each party shall bear its own costs and expenses in connection with any arbitration proceeding. Both Customer and Dealer retain the right to exercise self-help remedies and to seek provisional remedies from a court. If any part of this Arbitration Clause is deemed or found to be unenforceable for any reason the rest of the Arbitration Clause remains enforceable.

DESCRIPTION	TOTALS
LABOR AMOUNT	
PARTS AMOUNT	
GAS, OIL, LUBE	
SUBLET AMOUNT	
SHOP SUPPLIES/HAZ. WASTE	
TOTAL CHARGES	
DISCOUNTS	
SALES TAX	
PLEASE PAY THIS AMOUNT	

CUSTOMER COPY

CUSTOMER #: [REDACTED]

[REDACTED]



INVOICE

PHOENIX, AZ [REDACTED]

PAGE 2

1330 E. CAMELBACK ROAD
PHOENIX, AZ 85014
PHONE: (602) 850-9000 FAX: (602) 850-9061
www.camelbackfordlincolnmercury.com

HOME: [REDACTED] CONT: [REDACTED]
BUS: [REDACTED] CELL: [REDACTED]

SERVICE ADVISOR: 2610 JESUS A CUEVAS

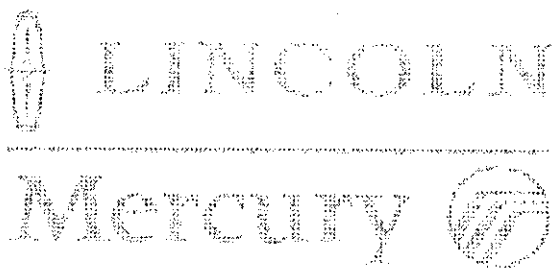
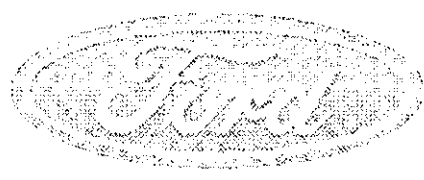
COLOR	YEAR	MAKE/MODEL	VIN	LICENSE	MILEAGE IN/OUT	TAG
	04	FORD RANGER	1FTYR14U94E [REDACTED]	[REDACTED]	128775/128775	T3910

DEL DATE	PROD. DATE	WARR. EXP.	PROMISED	PO NO.	RATE	PAYMENT	INV. DATE
01JAN14 IS							
01JAN14 DD			17:00 23SEP14		0.00	CASH	24SEP14

R.O. OPENED	READY	OPTIONS:
16:16 22SEP14	17:12 24SEP14	ENG:3.0_Liter_EFI

LINE	OPCODE	TECH	TYPE	HOURS	LIST	NET	TOTAL
------	--------	------	------	-------	------	-----	-------

Our goal is for you to be able to describe your service visit as "COMPLETELY SATISFIED" If there is any reason that you are not completely satisfied with your service visit please call Matthew Tonoli at 602-850-9010. Thank you.



AS IS: The only warranties applying to this part(s) are those which may be offered by the manufacturer. The selling dealer hereby expressly disclaims all warranties, either express or implied, including any implied warranties of merchantability or fitness for a particular purpose, and neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of this part(s) and/or service. Buyer shall not be entitled to recover from the selling dealer any consequential damages, damages to property, damages for loss of use, loss of time, loss of profit, or income, or any other incidental damages.

1. Ford/Lincoln Genuine and Motorcraft parts carry an unlimited mileage warranty for 24 months from time of purchase or installation.
2. Rebuilt parts 30 days - parts only - no labor.
3. Used part as is no warranty.

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X

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DESCRIPTION	TOTALS
LABOR AMOUNT	99.95
PARTS AMOUNT	0.00
GAS, OIL, LUBE	0.00
SUBLET AMOUNT	0.00
SHOP SUPPLIES/HAZ. WASTE	0.00
TOTAL CHARGES	99.95
DISCOUNTS	0.00
SALES TAX	0.00
PLEASE PAY THIS AMOUNT	99.95

CUSTOMER COPY

**MIL ON WITH VARIOUS MISFIRE RELATED DTC'S
P0300-P0306 AND P0316—3.0L-2V VULCAN ENGINE**

TSB 05-26-3

FORD:

2004-2006 Ranger

ISSUE

Some 2004-2006 Rangers 3.0L-2V "Vulcan" vehicles may exhibit:

- Malfunction indicator lamp (MIL) on with diagnostic trouble codes (DTCs) P0300-P0306 and P0316
- Rough running at various RPM
- Rough idle
- Misfire

ACTION

This may be due to an engine exhaust valve seat recession causing a loss of compression. Refer to the following Service Procedure to diagnose exhaust valve seat recession.

SERVICE PROCEDURE

1. Perform a power balance test to clarify if a cylinder is misfiring. Identify and keep record of any cylinder that has a concern.
2. Perform a manual compression test with the spark plugs removed to locate any cylinder that may have low compression. Refer to the appropriate Workshop Manual, Engine System, General Information, 303-00.
3. If no low compression is found per shop manual instructions, proceed with normal misfire diagnostics per the Powertrain Controls/Emissions Diagnosis (PC/ED) manual for the appropriate model year.
4. If low compression is found and it is a cylinder that had a misfire on power balance, perform a leakdown test to determine the source of leakage that may be causing the low compression. Refer to the appropriate Workshop Manual, Engine System, General Information, 303-00.

5. If low compression is found in a cylinder that did not have a misfire detected then proceed with normal base engine diagnostics per the Workshop Manual, Engine System, General Information, 303-00.
6. If the exhaust valve is identified as the source, replace both cylinder heads with the newly released service cylinder heads. Refer to the appropriate Workshop Manual, Section 301-01A.

PART NUMBER	PART NAME
6U7Z-6049-A	Cylinder Head Assy.
2F1Z-6079-BB	Upper Gasket Kit
F8DZ-6065-AA	Cylinder Head Bolts
F7DZ-9448-BB	Engine Exhaust Gasket
4F1Z-6584-AA	Valve Cover Gasket
F6DZ-9439-C	Side Gasket
F2DZ-9A425-AA	China Gasket (Front)
F3DZ-9A424-BA	China Gasket (Rear)
4L5Z-9H486-AA	Gasket-Upper Intake Manifold

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage And Emissions Warranty Coverage

DEALER CODING

BASIC PART NO.
6049

CONDITION
CODE
42

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supercede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.

starbrightsolar*It doesn't take a Rocket Scientist...*

NHTSA Complaint: Summary 2006 Ford Ranger 3.0 Liter Engine Heads Problem

Posted on March 14, 2013

Complaint: Summary 2006 Ford Ranger 3.0 Liter Engine Heads Problem

(Also Taurus, Escape, Lincoln, Mercury)

After spending 12 months doing Failure Analysis on my 2006 Ford Ranger with the 3.0 Vulcan V6 engine with defective cylinder heads, I have come up with the following summary which can be used for an NHTSA Safety Complaint, for a recall:

1. The 3.0 liter Ford engines were built at the factory with defective heads, per the Ford TSB Technical Service Bulletin 05-26-3 http://ww2.justanswer.com/uploads/s420/2010-10-11_155436_04_rANGER_tsb05-26-03.pdf
2. "If the Check Engine Light comes on, the heads need to be replaced" (as told to me by the mechanic at Santa Margarita Ford)
3. The heads in our Ranger 3.0 engine lasted for 42,000 miles, then the engine did not run correctly after that
4. It appears to be defective materials in the heads, which require the heads to be removed and scrapped, along with the head gaskets
5. Even though the Ford bulletin is dated 2005, the same defective heads were then installed on 2006 Ford Rangers and other Ford vehicles
6. According to the Ford Bulletin, the 3 years of the 2004, 2005, and 2006 year 3.0 liter engines had bad heads, which need to be replaced with the "Service Heads" when the "Check Engine" light comes on
7. The vehicles include the Ford Ranger, Escape, Taurus, Mercury and Lincoln with the 3.0 liter V6 engine (according to the Ford Bulletin)
8. I have had a tough time trying to figure out what is happening, as there is no guidance from Ford on what to do about this problem, except to pay a lot of money to fix it
9. At this time, the estimates for the repair of the engine are between \$3,000 and \$6,000, depending on what we need to do to fix the problems
10. The answer is very complex, and appears to include the defective heads, the inability to smog the engine, and the engine struggling from a stop light causing a safety hazard
11. Safety Problem: Our Ranger was hit by another car when we turned left at an intersection, and the truck sputtered and refused to move quickly, and was hit by another vehicle, resulting in minor damage to both vehicles
12. Legal Problem: When you are unable to smog the engine, you become involved in many legal problems with the State of California, California BAR Bureau of Automotive Repair, CARB California Air Resources Board, the DMV Department of Motor Vehicles, and finally ending up with my Ford Ranger being towed away and impounded. This also includes five trips to explain the situation to the Orange County Judge, and expensive fines.
13. On March 18, we are ordered to go to court again, and pay a \$290 fine for failure to register the vehicle

(The fees were paid, but we cc
 14. At this time, the Ranger has b
 instructions (we cannot move
 15. At this time it appears likely t

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Following cost me \$315.
 s in the Theodore Robins Ford lot awaiting further
 .0 engine cannot be fixed

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that Ford became aware that they had perhaps
 decided to use them in their vehicle production
 and heads, and says that the bad heads need to be
 as that many Ford vehicles would have a myriad of

If I were to quickly summarize th
 200,000 sets of defective heads f
 lines anyhow. The Ford Bulletin i
 scrapped and then replaced with
 problem symptoms, but the advantage was that most people will not know what to do about it and Ford could
 make a lot of money from the constant repairs.

The heads appear to be made of soft iron, where the base metal was perhaps not heat treated. This seems to
 result in defective soft metal, which seems to be the problem as understood by the mechanics I have talked to,
 and from internet research. The soft metal results in "Valve Recession", where the intake and exhaust valves
 wear prematurely and recede into the head, causing the valves to not seat properly. This then results in the
 valves not sealing properly, and leads to a loss of compression.

The engine computer and software detect a loss of compression, and the emissions system shuts down the fuel
 to the affected side of the engine, which then causes the engine to run sluggishly from a stop light, at about 3
 miles per hour, causing a safety hazard for us and the cars behind us. The truck will then run sluggishly for
 approximately 1/4 mile, forcing traffic behind to follow at the same 3 MPH speed. After about 1/4 mile, the
 engine "miraculously" starts to run again, like a new engine. It may run well for some time, until you are
 stopped at a red light again, when the engine will stumble again, and will run at 3 MPH for 1/4 mile, again
 causing a disruption in traffic and a safety hazard.

In some of the complaints, I have seen that this may be referred to as "Limp-Home-Mode", where the vehicle
 runs at 20 MPH. But it does not run at 20 MPH, it runs very sluggishly at 3 MPH for 1/4 mile, which is a safety
 hazard, because people will honk their horns at you and flash their lights, because it seems that you are not
 driving properly. If a Policeman was following, he would probably pull you over because you would appear to
 be drunk.

In summary, it looks like a group of problems which are caused by the defective heads. The engine is affected
 by compression malfunctions, which then causes the engine to sputter and run about 3 MPH causing a safety
 hazard. The engine cannot be smogged. At this time, it appears that the engine may not be able to be fixed.
 The problem involves the heads, the engine, and the emissions system. If the engine is fixed, it appears likely
 that the vehicle will have constant problems which cannot be remedied except by installing a complete new
 engine. In our case, the engine lasted for 42,000 miles, and now we have had it confiscated and we are
 walking.

It looks like we need to send safety complaints to the NHTSA and try to get a recall for the 2004-2005-2006
 Ford 3.0 Vulcan Engine.

<https://www-odi.nhtsa.dot.gov/ivoq/>





More Info

2006 Honda Civic Si

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Related

1a Ford Ranger Complaint 3.0 Valve
Recession Problem NHTSA
In "2012"

Ford 3.0 V6 Engine Complaint May 2015 -
Technical Analysis
In "2012"

Complaint: Confiscated 2006 Ford Ranger
(3.0 Heads Problem)
In "2012"



About [redacted]

System Of Systems Engineer who has worked on National Missile Defense at Boeing and Lockheed. Patenting and Licensing, working with the Orange County Inventors Forum. Current emphasis is on financing innovations. Product Development is very complex. And getting them financed and manufactured is even harder. Solidworks, Rapid Prototyping Irvine CA. Designing new products and innovations.

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5 Responses to NHTSA Complaint: Summary 2006 Ford Ranger 3.0 Liter Engine Heads Problem



[redacted] says:
June 28, 2013 at 8:39 am

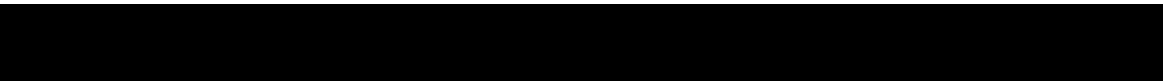
Common business practice for Ford Motor Co. Ask me about the 3.8L "head" defect that affected the Taurus's and Windstars (actually a head/cylinder interface engineering design flaw)...can tell you all about it, and the 10's of thousands of customers that got burned by Ford. Never, ever again! Done with them.

[Reply](#)



[redacted] says:
July 8, 2013 at 3:11 pm

I have the same problem with my 2004 Ranger. Not enough complaints from Ford owners with the 3.0 engines. Ford knows it. Not only is it a hazard taking of from a stop or signal ..but the road rage from those following you is a concern when you're



going about 5 mph for what seems like an eternity. Almost got into a fist fight when some guy started following me ..he thought I was intentionally driving slow to cause trouble.

The Ford TSB recommends replacement with “newly released service cylinder heads” (Refer to the appropriate Workshop Manual, Section as described below). I am concerned that the same problems will occur if replacement parts are identical to what’s being replaced. When you or a mechanic take your heads to a machine shop for rebuilding ..are they using the “newly released service cylinder heads” or are they using the same faulty heads from the factory that are the root of the problem?? You can be sure hundreds of these defective parts are being used every day that will create the same safety problems a few thousand miles down the road. Ford knows this. Ford does not care because not enough people are complaining.

Good luck. Hope you get your Ford problems resolved some day.

.....

TSB

05-26-3

MIL ON WITH VARIOUS MISFIRE RELATED DTC’S P0300-P0306 AND P0316 – 3.0L-2V VULCAN ENGINE

Publication Date: December 15, 2005

FORD:

2004-2006 Ranger

ISSUE:

Some 2004-2006 Rangers 3.0L-2V “Vulcan” vehicles may exhibit:

Malfunction indicator lamp (MIL) on with diagnostic trouble codes (DTCs) P0300-P0306 and P0316

Rough running at various RPM

Rough idle

Misfire

ACTION:

This may be due to an engine exhaust valve seat recession causing a loss of compression. Refer to the following Service Procedure to diagnose exhaust valve seat recession.

SERVICE PROCEDURE

Perform a power balance test to clarify if a cylinder is misfiring. Identify and keep record of any cylinder that has a concern.

Perform a manual compression test with the spark plugs removed to locate any cylinder that may have low compression.

Refer to the appropriate Workshop Manual, Engine System, General Information, 303-00.

If no low compression is found per shop manual instructions, proceed with normal misfire diagnostics per the Powertrain Controls/Emissions Diagnosis (PC/ED) manual for the appropriate model year.

If low compression is found and it is a cylinder that had a misfire on power balance, perform a leakdown test to determine the source of leakage that may be causing the low compression. Refer to the appropriate Workshop Manual, Engine System, General Information, 303-00.

If low compression is found in a cylinder that did not have a misfire detected then proceed with normal base engine diagnostics per the Workshop Manual, Engine System, General Information, 303-00.

If the exhaust valve is identified as the source, replace both cylinder heads with the newly released service cylinder heads.

Refer to the appropriate Workshop Manual, Section 301-01A.

PART NUMBER

PART NAME

6U7Z-6049-A

Cylinder Head Assy.

2F1Z-6079-BB

Upper Gasket Kit

F8DZ-6065-AA

Cylinder Head Bolts
F7DZ-9448-BB
Engine Exhaust Gasket
4F1Z-6584-AA
Valve Cover Gasket
F6DZ-9439-C
Side Gasket
F2DZ-9A425-AA
China Gasket (Front)
F3DZ-9A424-BA
China Gasket (Rear)
4L5Z-9H486-AA
Gasket-Upper Intake Manifold

WARRANTY STATUS:

Eligible Under Provisions Of New Vehicle Limited Warranty Coverage And Emissions Warranty Coverage

[Reply](#)



[REDACTED] says:
December 8, 2013 at 8:27 am

I have the same thing happening as the post. thinking fuel injector took it to the shop they tell me heads need to be replaced. so spending money I don't have to fix something ford has known about is just plain wrong now know why people go to other brands. next time I will go Chevy.

[Reply](#)



[REDACTED] says:
November 4, 2014 at 10:21 pm

I had the same problem with my 04 ranger The valves had been pushed up into the seats and as a result had low compression Cost me \$1700 to replace them.

[Reply](#)



[REDACTED] says:
June 9, 2015 at 8:02 pm

My 2006 Taurus with the ,3.0 L engine has the misfire and the mechanic says it is a bad valve in the head and will cost about 1500 to repair. When will ford own up to screwing the consumers on this one ? I own 3 fords. Guess how many more I will own in my lifetime? Its time for a recall ford !!!

[Reply](#)

[REDACTED]
Phoenix, Arizona [REDACTED]

Shop/Yd 7