

**EA02-022**

**BOOK 2 OF 2**

**FORD LETTER TO ODI  
DATED 12/6/02**

**ATTACHMENT H-1**

**EA02-022:NVS-214ns**

**ENGINE STALLING**

**2000 – 2002 FOCUS**

**December 6, 2002**

**BOOK 2 OF 2**

**NHTSA COPY 1**

**APPENDIX H-1**  
**CONTINUATION**

3807	X	CUSTOMER STATES VEH WILL NOT START. TOWED ON WEST SIDE. TURNS OVER WILL NOT START.	954 USA	124009 807
3820	X	CK ENG DIES AT TIMES W DRIVING MORE SO ON TURNS	480 USA	171174 807
3870		C B THE CAR DIES WHILE DRIVING.	703 USA	127003 807
3948	X	WITH A C ON, STOPPED AT TRAFFIC LIGHT, ATTEMPT TO ACCELERATE VEHICLE DOES NOT HAVE ENOUGH POWER	809 USA	116200 807
3953	X	C STATES CRANK NO START TOWED WEST SIDE	954 USA	124009 807
4032	X	ON AND WHILE PULLING OVER THE ENGINE STOPPED NOW CRANK NO START.	216 USA	118007 807
4060	X	CAR STALLED AFTER START UP NOW WILL NOT START	302 USA	127583 807
4136	X	CAR DIED SEVERAL TIMES THIS WEEKEND, TODAY IT WOULD NOT ACCELERATE, HESITATES AND CUTS OUT	281 USA	152047 807
4231	X	STALLS STUTTERS WHEN COMING TO A STOP.	872 USA	158414 807

4311	X	ENGINE CRANKS BUT WILL NOT START	630 USA	141078 S07
4386	X		425 USA	174020 S07
4456	X	D21 CUST STATES VEH HAS NO POWER, HARD START, CRANKS NO START, STALL AFTER STARTING, ROUGH IDLE, AT TIMES.	854 USA	124015 S07
4487	X	CUTS OFF WHEN DRIVING	864 USA	121784 S07
4472	X	CUSTOMER STATES STUMBLES AND DIES OUT WHILE DRIVING IS HARD TO START DIES ON START UP	502 USA	147022 S07
4508	X	REPAIR FOR WILL NOT START	434 USA	127553 S07
4975	X	CUST STATES ENGINE STALLS OUT AT TIMES	305 USA	124013 S07
8003	X	D02 CUS STS THAT THE VEHICLE WILL CRANK BUT WONT START	812 USA	147527 S07
8114	X	C 8 CAR STALLS WHILE DRIVING AND MUST WAIT TO RESTART THEN WILL STALL AGAIN D21	954 USA	147002 S07

6158	X	CUSTOMER STATES THE CAR SHUT OFF WHEN DRIVING AND HAD TO WAIT A WHILE TO START AGAIN AND SOME TIMES TRIED TO START	305 USA	124001 S07
5421	X	D80 CRANKS WONT START WAS TOWED IN	305 USA	124497 S07
5483	X	ON TAKE OFF ENGINE SEEMS TO BOG DOWN AND NOT HAVE ENOUGH POWER ON TAKE OFF. NO CHECK ENGINE LIGHT.	815 USA	152540 S07
5878	X	CRANKS NO START	210 USA	152058 S07
6010	X	VEHICLE HESITATION	570 USA	116585 S07
6054	X	CUSTOMER STATES AT ENGINE SURGES AND FEELS LOOSE OF POWER STEVE P. VERIFIED	302 USA	116219 S07
6158	X	CK/ADV YELLOW CHECK ENGINE LIGHT IS ON VEHICLEBOGGS DOWN ON ACCELERATION OR AT A CRUISE S	784 USA	148032 S07
6171	X	CHECK ENGINE LIGHT COMES ON AT TIMES VEHICLE WILL NOT START. TOWED IN	818 USA	121026 S07
6288	X	ENGINE CRANKS WILL NOT START	306 USA	124006 S07
6456	X	CAR WOULD NOT ACELL AND STALLED OUT	215 USA	116019 S07

6647	X	D02 CUSTOMER STATES ENGINE CRANKS WONT START,VEHICLE TOWED TO SHOP	561 USA	124217 S07
6670	X	CK ENGINE HAS STALLED TWICE WHEN SITTING ON INCLINE (JAC HAS BEEN REPLACED	704 USA	121725 S07
6706	X	C S CRANK NO START.	581 USA	124220 S07
6709	X	C S RUN ROUGH AT STOPS DID CRANK NO START FOR 1 1 2 HR ?? AND STALLED AT EVERY STOP AFTER THAT D21	972 USA	152011 S07
6768	X	CAR WANTS TO CUT OUT AND HESITATES ALL TIMES OF DAY. DOES THIS AT IDLE IN GEAR	716 USA	144012 S07
6780	X	D21 CUST STATES DIED WHILE DRIVING. ACTED LIKE IT RAN OUT OF GAS. CRANKED AND WONT START. LATER STARTED BUT DIED AGAIN.	210 USA	152063 S07

6828	X	C S ENGINE WILL NOT START	954 USA	124003 807
6928	X	CUSTOMER STATES ENG STALLED OUT WHILE DRIVING CRANK NO START	681 USA	124218 807
7058	X	C S SEVERE LACK OF POWER	816 USA	153408 807
7123	X	CK ENGINE CRANK NO START	734 USA	146027 807
7248	X	VEHICLE WILL NOT START HAD TO TOW IN ACTS LIKE IT WANTS TO START BUT WILL NOT TURN OVER	903 USA	152210 807
7288	X	KEEPS STALLING AND WILL NOT IDLE	703 USA	127048 807
7377	X	CUSTOMER STATES CAR WILL CRANK,BUT NOT START	954 USA	124008 807
7438	X	CRANK, NO START, VEHICLE TOWED IN CHECK CAR WILL NOT START CRANKS OVER BUT NO START SEEMS TO OCCUR MOST OFTEN AFTER CAR SITS IN THE HEAT OF DAY THEN TRY TO START	501 USA	124402 807
7498	X	TRY TO START	338 USA	121221 807



7788

X D21 STALLED OUT ,CRANK NO START,TOWED IN CUST STATES

954 USA

124015 807

7795

X D21 CRANK NO START,ROUGH IDLE WONT STAY RUNNING,CUST STATES ,ALL TIMES,

954 USA

124015 E91

7795

SERVICE PART FUEL PUMP INOP NO START

954 USA

124016 E91

7804

X VEHICLE SPUTTERS AND ACTS LIKE GOING TO STALL OUT WHEN COMING TO A STOP

817 USA

152011 807

7947 8068	X X	D41 VEHICLE WAS HESITATING, SPUTTERING WHEN DRIVING AT 40MPH OR SO CS HAVING FUEL PUMP PROBLEMS	817 USA 856 USA	152018 S07 116439 S07
8070		D21 STALLS OUT DRIVING, RPMs GO LOW, CRANK NO START ON RESTART, CUST STATES, TECH 882, A.5.02, 7843 MILES, RD 547919	954 USA	124015 E81
8074	X	D21 VEH DIES WHEN COMING TO A STOP	214 USA	152005 S07
8168	X	D02 CUST STATES VEHICLE CRANKS BUT DOESN'T START ALL TIMES	954 USA	124015 S07
8282	X	D R ENGINE TURNS OVER EXCESSIVE BEFORE STARTING	407 USA	124497 S07
8303	X	CUST STATES VEH INTERMITTENT STALLING AT STEADY SPEED IN 5TH GEAR ALSO WHEN COMING TO STOP	681 USA	171040 S07

8300	X AT A STEADY SPEED HOLDING THE GAS PEDAL AT A STEADY SPEED CUST STATES THAT THE VEH IS SURGING	281 USA	152023 807
8440	D21 CUST STATES CAR WILL START RUNS REAL ROUGH THEN STALLS CK ADV_	581 USA	124006 807
8480	X D02 PER CUST, VEHICLE CRANK AND WILL NOT START.	512 USA	152094 807
8590	X ENGINE SHUT OFF WHILE DRIVING AND TURNS OVER NO START CK FOR VEHICLE WHILE DRIVING WARM STAILED OUT WOULD	281 USA	152032 807
8790	X CRANK OVER BUT NOT FIRE AFTER 8AT A WHILE	881 USA	171072 807
8803	X CUST STATES VEHICLE WILL CRANK BUT NOT START	361 USA	152067 807
8870	X NO START	815 USA	141499 807

8973

X D21 HESITATED AND RATTLED PULLED OFF ROAD AND TURNED OFF  
ENG WONT RESTART SEE NOTE ATTACHED

512 USA

152300 S07

8974

X

THE CAR OVERHEATED AND SHUT OFF WHEN DRIVING ALONG. IT  
WOULD START BACK UP AND RAN FOR A LITTLE WHIL

920 USA

141837 S07

9041

X

CUSTOMER STATES CAR WILL STALL,WILL START AGAIN AND STALL  
AGAIN...

954 USA

124009 S07

9314

X

CUSTOMER STATES CRANKS BUT WONT START  
ENGINE STALLS AFTER TAKING FOOT OFF OF GAS PEDAL SOMETMES

915 USA

152211 S07

9328

X

SPUTTERS INSTEAD OF STALLING D21

734 USA

18808Q S07

9461

CUSTOMER STATES VEHICLE DIED WHILE DRIVING AND NOW IT IS  
CRANK NO START. D02 D21

954 USA

124006 S07

9558		X	QUITS WHILE DRIVING INT.	570 USA	113539 S07
9584		X	NO START, CRANK TOWED IN.	734 USA	148046 S07
10026	X		CAR AT TIMES WANTS TO STALL AT A STOP SOMETIMES SLUGGISH UP HILLS	614 USA	144451 S07
10154		X	CAR TOWED TO SHOP GOOD CRANK, CK P	718 USA	113035 S07
10369	X		D38 VEH FEELS LIKE ITS GOING TO DIE (LIKE HESITATES)	713 USA	152031 S07
10481		X	A 99 CUSOTMER STATES THAT THE VEHICLE CRANKS BUT WILL NOT START	386 USA	124226 S07
10578		X	D02 ENGINE TURNS OVER BUT WILL NOT START	512 USA	152467 S07
10752		X	TOW IN DIAGNOSE CUSTOMER STATES VEHICLE WILL CRANK BUT NOT START	440 USA	144121 S07
11239	X		CUSTOMER STATES INTERMITTENTLY WHEN CORNERING THE CAR WILL SHUT OFF ON ITS OWN	440 USA	144121 S07
11369		X	CHECK ENGINE STALLING	320 USA	158581 S07
11698		X	C 8 VEH HAS NO PICK UP ON ACCEL SEE TIM K	512 USA	182063 S07
11727		X	CUSTOMER STATES THE VEHICLE STALLED WHILE DRIVING. RUNS IDLES ROUGH. ADVISE.	818 USA	152308 E91
11739		X	REPAIR TO RUN DIES ON HWY	815 USA	152573 S07

11875	X	TOWED IN, STOPPED WHILE DRIVING	301 USA	144493 S07
11984	X		850 USA	172038 S07
11988	X	CK ENGINE KILLS WHILE DRIVING	504 USA	123013 S07
12046	X	CUSTOMER STATES CAR STALLS AT TIMES WHEN DRIVING	610 USA	116046 S07
12247	X	D02 ENG TURNS OVER BUT WONT START	305 USA	124770 S07
12474	X	CUSTOMER SAYS THE CHK ENGINE LIGHT CAME BACK ON BY THE TIME HE GOT TO WAL MART	337 USA	123248 S07
12733	X	CHECK VEHICLE SURGES AT HIGHWAY SPEEDS	809 USA	118440 S07
12817	X		253 USA	174204 S07
13133	X	CUST STATES ENGINE STALLS AT STOPS CK AND ADV	958 USA	152104 S07
13269	X	STALLS ON TURNS AT TIMES	717 USA	127522 S07
13440	X	CLIENT STATES ENGINE INTERMITANTLY WILL STALL WHILE DRIVING AND SLUGGICH WHEN STARTING INSPECT AND ADVISE	850 USA	172028 S07

13450		X	D02 ENGINE CRANKS,WONT START	281 USA	152048 S07
13589		X	CUT OFF STALL 3X PAST WEEK NORMAL DRIVING AND AT HIGHER SPEEDS 55 MPH UP	215 USA	116018 S07
13830		X	CUSTOMER CAR HAS STARTING PROBLEM, MOSTLY AFTER SITTING OVER NIGHT OR AFTER HAS BEEN SITTING 2HRS OR BETTER. STARTS CAR	314 USA	153082 S07
14132		X	CAR HAS A HARD TIME STARTING WHEN HOT	803 USA	121732 S07
14684		X	D36 ENG HESITATES BUCKS SURGES ON ACCEL	734 USA	148016 S07
14733		X	CUSTOMER STATES VEHICLE HAS BEEN STALLING REGULARLY WHEN IT HAPPENS GO TO RESTART AND WILL GET NOTHING	941 USA	124480 S07
14789		X	TURNS OVER WONT START	813 USA	124222 S07
15238	X		D02 ENG TURNS OVER BUT WONT START	305 USA	124057 S07
15544		X	TURNS OVER WONT START SEE HISTORY	813 USA	124222 E91

15809	X	CK CAR HESITATES WHEN ACCELERATING OFF OF A STOP WHEN WARM	847 USA	141067 S07
16025	X	ENGINE TURNS OVER WONT START SEE HISTORY	813 USA	124222 E91
16811	X	CUSTOMER STATES: TOWED IN DIED WHILE DRIVING AND WILL NOT RESTART	315 USA	113210 S07
16838	X	CRANK NO START	854 USA	124009 S07
17058	X	CK FOR SPITTING AND SPLUTTERING,ALSO DIED IN TRANSIT C 8 WAS GOING UP A HILL WHEN VEH. SHUDDERED AND STALLED. VEH HAD TO COOL OFF BEFORE IT WOULD START & IT RAN ROUGH FOR A WHILE AFTER STARTING.	815 USA	152572 S07
17205	X		512 USA	152302 S07
17281	X	CUSTOMER STATES THAT FOCUS DIED ON HIM WHILE DRIVING ON HIGH WAY..WOULD NOT RESTART..HAD VEHICLE TOWED IN..	781 USA	111037 S07
17712	X	VEHICLE TOWED IN WITH CRANK NO START. D02	854 USA	124015 S07



17761	X	CHK VEH HAS KILLED THREE TIMES WILL RESTART WHEN STEPPING ON GAS PEDAL TO RAISE SPEED VEHICLE JUST DIES	965 USA	123009 S07
17966	X	OUT AS NOT IF GETTING GAS	717 USA	116638 S07
18250	X	ENGINE STALLS (D21) ENGINE DIED AND WOULD NOT RESTART	916 USA	182100 S07
18623	X	CUSTOMER STATES ENGINE WONT START TOWED TO SHOP	305 USA	124014 S07
19540	X	VEHICLE WILL NOT CRANK	305 USA	124005 S07
20228	X	CUSTOMER STATES VEHICLE HESITATES AND STALLS WITH 1/4 TANK OF FUEL	201 USA	113038 S07
21020	X	HESITATES ON ACCELERATION	281 USA	152029 S07
21091	X	CUST STATES THAT THE ENGINE WILL BUCK AND JERK DIES OUT WHILE DRIVING.	505 USA	156301 S07

21563	X	CUSTOMER STATES VEH CRANKS BUT DOES NOT START. TOWED IN WEST LOT.	054 USA	124009 S07
22735		OK ENGINE HESITATES ON ACCEL. AND STALLED AT FWY SPEEDS LACKS POWER	213 USA	171011 S07
23009	X	C S THAT CAR IS STALLING INTERMITTENTLY..WILL WAIT A FEW MINUTES AND IT WILL RUN FINE THEN WILL ACT UP AGAIN..	440 USA	144605 S07
23605	X	CUSTOMER REPORTS VEHICLE SURGING IN THIRD GEAR...AT SPEED 25 MPH.NO DIFFERENCE ENG.WARM OR COLD.	408 USA	172038 S07
24242	X	CUSTOMER STATES THAT THE STALLS,CHECK AND ADVISE	570 USA	116479 S07
24285	X	W TOW IN WILL NOT START	246 USA	148030 S07
24370	X	CUST STATES ON STARTING OCCASIONALLY WILL STALL OUT HAVE TO START ROUGHLY 3 TIMES TO GET STARTED CHECK NAD ADVISE	732 USA	113584 S07

28511		X	CUSTOMER STATES ENGINE DOES NOT START CRANKS BUT DOES NOT START	551 USA	124220 S07
27753	X		REPAIR HESITATION AND LACK OF POWER ON TURNS WITH FUEL BELOW 1/4 TANK.	949 USA	171088 S07
30987		X	CK. FOR DYING ON X WAY WOULD CRANK BUT NOT START. ENG. LIGHT CAME ON BEFORE DYING	502 USA	147024 S07
31102		X	TOWED IN CUST STATES CAR DIED WHILE DRIVING HAD 30K SERVICE 1 WEEK AGO	551 USA	171009 S07
32392		X	021 STALLED WHILE DRIVING AND WOULD NOT RESTART (TOWED IN) TRIED RESTARTING UNTIL BATTERY RAN DOWN	713 USA	152155 S07

CNTRY\_SOLD QRT\_CD VFG\_CD AWS\_VL\_CD VRT\_CD TIS\_FLAG

USA Q67 V43 AK S11

USA Q67 V43 AK S11

USA Q67 V43 AK S11

USA Q67 V43 AK S11

USA Q67 V43 AK S11

USA Q67 V42 AK S11

USA Q67 V43 AK S11

USA Q67 V43 AK S11

USA Q67 V43 AK S11

USA Q67 V42 AK S11

USA Q67 V42 AK S11

EP62-672 6438

USA Q67 V43 AK S11

USA Q67 V43 AK S11

USA Q67 V42 AK S11

USA Q67 V43 AK S11

USA Q87 V43 AK S11

USA Q87 V43 AK S11

USA Q87 V42 AK S11

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USA Q67 V42 AK S11

USA Q67 V41 AK S11

USA Q67 V43 AK S11

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USA Q67 V42 AK 811

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2002-022 0435

USA Q87 V43 AK S11

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USA Q87 V43 AK S11

USA Q87 V42 AK S11

USA Q67 V43 AK S11

USA Q67 V42 AK S11

USA Q67 V43 AK S11

USA Q67 V42 AK S11

USA Q67 V42 AK S11

USA Q67 V43 AK S11

USA Q57 V43 AK S11

USA Q57 V43 AK S11

USA Q57 V41 AK S11

USA Q57 V43 AK S11

USA Q57 V43 AK S11

USA Q57 V42 AK S11

USA Q57 V43 AK S11

USA Q57 V43 AK S11

USA Q57 V43 AK S11

USA Q87 V42 AK 811

USA Q87 V42 AK 811

USA Q87 V43 AK 811

USA Q87 V41 AK 811

6639 222-2062

USA	Q67	V41	AK	811
USA	Q67	V41	AK	811

USA	Q67	V42	AK	811
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USA	Q67	V42	AK	811
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USA	Q67	V43	AK	811	8
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USA	Q67	V43	AK	811
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USA	Q67	V43	AK	811
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ENC-822 8448

USA Q87 V41 AK S11

USA Q87 V42 AK S11

USA Q87 V43 AK S11

USA Q87 V43 AK S11

USA Q87 V42 AK S11

USA Q87 V43 AK S11

USA Q87 V43 AK S11

USA Q87 V42 AK S11

USA Q87 V42 AK S11

USA Q87 V42 AK S11

USA Q87 V43 AK S11

USA Q87 V42 AK S11

USA Q87 V42 AK S11



USA	Q67	V42	AK	S11
USA	Q67	V43	AK	S11

USA	Q67	V41	AK	S11
USA	Q67	V43	AK	S11

USA	Q67	V41	AK	S11
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USA	Q67	V43	AK	S11
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USA	Q67	V43	AK	S11
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USA	Q67	V43	AK	S11	⊗
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USA	Q67	V42	AK	S11
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USA	Q67	V42	AK	S11
USA	Q67	V41	AK	S11

USA	Q67	V42	AK	S11	⊗
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USA	Q67	V42	AK	S11	⊗
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FM82-822 8449

USA	Q87	V43	AK	S11
USA	Q87	V42	AK	S11

USA	Q87	V42	AK	S11
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USA	Q87	V42	AK	S11
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USA	Q87	V43	AK	S11
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USA	Q87	V43	AK	S11
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USA	Q87	V41	AK	S11
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USA	Q87	V41	AK	S11
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USA	Q87	V42	AK	S11
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USA	Q87	V42	AK	S11	⊙
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USA	Q87	V42	AK	S11
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USA Q67 V43 AK B11

USA Q67 V42 AK S11

USA Q67 V43 AK B11

USA Q67 V43 AK S11

USA Q67 V41 AK S11 ①

USA Q67 V42 AK S11

USA Q67 V43 AK B11

USA Q67 V43 AK B11

USA Q67 V43 AK B11

USA Q67 V41 AK S11

USA Q67 V49 AK S11

USA Q67 V42 AK S11

USA Q67 V43 AK S11

USA Q67 V42 AK S11

USA Q67 V42 AK S11

USA Q67 V43 AK S11

USA Q67 V43 AK S11

USA Q87 V42 AK 811

USA Q87 V41 AK 811

USA Q87 V42 AK 811

USA Q87 V43 AK 811

USA Q87 V43 AK 811

USA Q87 V42 AK 811

USA Q87 V41 AK 811

USA Q87 V41 AK 811 ©

USA Q87 V43 AK S11

USA Q87 V41 AK S11

USA Q87 V42 AK S11

USA Q87 V41 AK S11

USA Q87 V42 AK S11

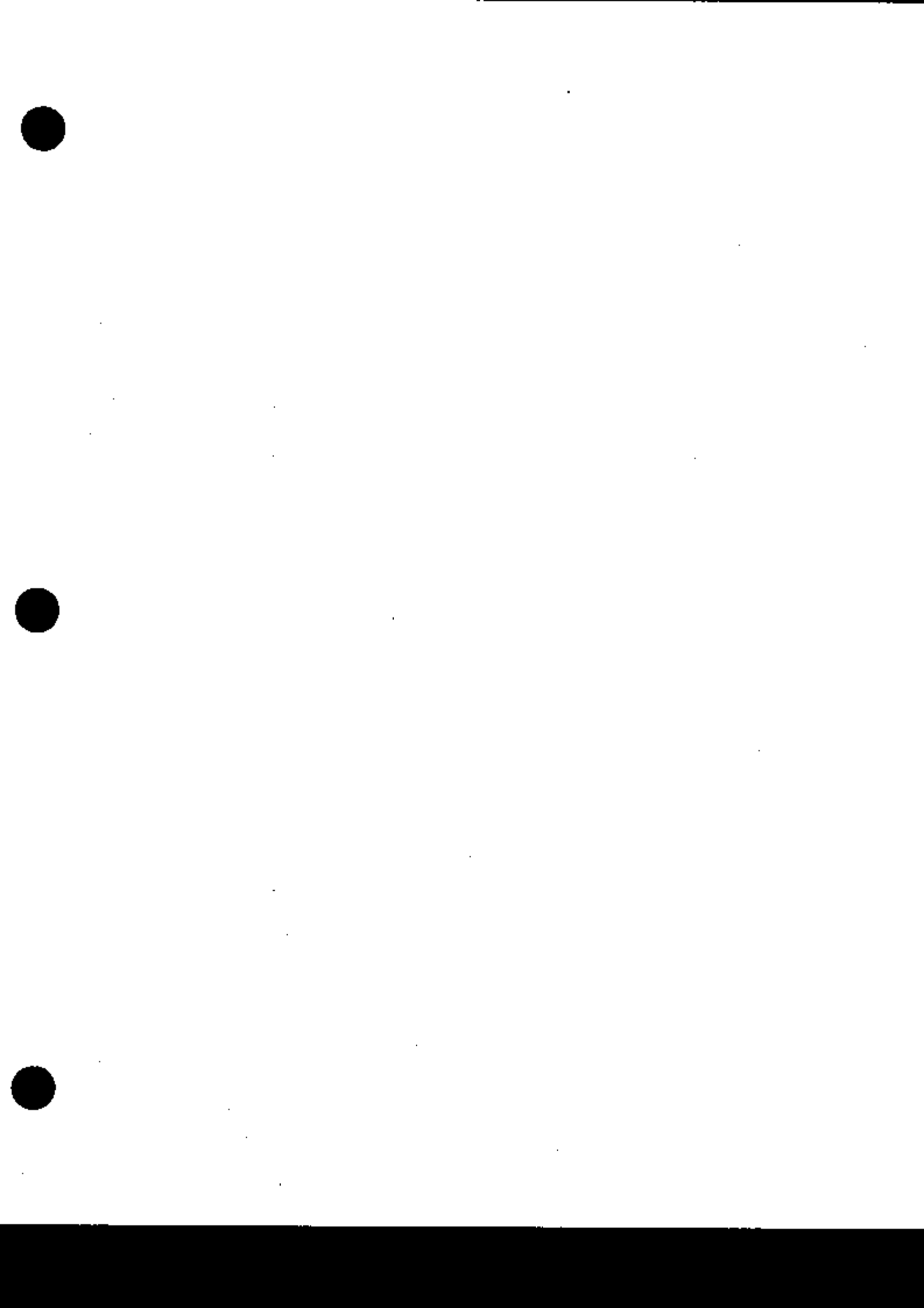
USA Q87 V43 AK S11

USA Q87 V42 AK S11

USA	Q87	V43	AK	S11	
USA	Q87	V41	AK	S11	
USA	Q87	V43	AK	S11	
USA	Q87	V43	AK	S11	Ⓢ

USA	Q87	V42	AK	S11	
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BR02-022 0419





Report Information: Result ID 49870178  
 Status=Finished  
 Model Year = MY\_022002  
 Data Selection Criteria: Report Name=Standard  
 Report Selection Criteria: Claims List

Request Name=Hermosillo C  
 Cost Category = All Vehicle  
 Coverage / Contractual(1, 5, %) America(NA)  
 Model Year=2002

Description=Hermosillo C  
 Region Sold = North America(NA)  
 Destination=OB

Run Date And Time=24 Sep 2002  
 Country Sold / Reported (typed) =  
 City Name=CLMLB178 Order By=VIN

Completion Date And Time=24 Sep 2002 14.03  
 Vehicle Line Awa = FOCURBAK

MDL_YR	SORT_INDEX	VIN_CD	LBR_COST	VEH_LINE_CD	MKT_DERIVED
2002	4	3FAHP37372R231311	203	CAK	CF
2002	9	3FAFP313K2R191510	144.77	CAK	CF
2002	3	3FAHP38542R191485	192.36	CAK	CF
2002	14	3FAFP31372R223614	108	CAK	CF
2002	6	3FAFP37372R229304	193.14	CAK	CF
2002	19	3FAFP31332R168868	236.07	CAK	CF
2002	5	3FAHP37332R214022	249.92	CAK	CF
2002	12	3FAFP31322R200478	188.44	CAK	CF

2002	10	3FAFP01302R187711	180.86	CAK	CF
2002	7	3FAFP07322R178400	188.84	CAK	CF
2002	17	3FAFP01342R228845	349.88	CAK	CF
2002	15	3FAFP01302R188228	177.54	CAK	CF
2002	16	3FAFP01302R188228	131.37	CAK	CF
2002	1	3FAFP09572R187700	248.82	CAK	CF
2002	18	3FAFP01332R183613	188.76	CAK	CF
2002	8	3FAFP07322R178176	188.23	CAK	CF
2002	19	3FAFP01582R171845	178.88	CAK	CF
2002	2	3FAFP08852R180423	148.24	CAK	CF

2002	11	3FAPP01302R167138	182.73	CRK	CF
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2002	20	3FAPP01302R178183	281.18	CAK	CF
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ENR2-822 8452

Job #12  
 Customer Concern Code = ENGINE WOULD NOT START(D02,V43), ENGINE STALLS(D21,V43), ENGINE HESITATES/SURGES WHEN ACCELERATING(D38,V41), ENGINE HESITATES/SURGES AT STEADY SPEED(D41,V41), POOR PERFORMANCE/LACKS POWER(D42,V41)

Maximum Claims=1000

BOD\_CAR\_STL

C/A

C/D

C/D

C/D

C/A

C/D

C/A

C/D

Execution Time=0  
 Part Num Base (total)  
 Type= [R007,%,%]

Prctg Processing=  
 Material Cost (typed) >  
 10.00

Cst Dtl Date=31 Aug 2002  
 Assembly Plant (tag) =  
 HERMOSILLO PLANT BUILD(A3)

Lead Date=20 Sep 2002  
 Production Date (typed) > 14-  
 FEB-2002

Logic=Corporate

Tls Claims=ALL

Claims With Connects=Con Only

Requested Currency=USD

VER\_SERIES\_CD

DRIVE\_CD

ENG\_CD

TRANS\_CD

C/D

C/A

C/EQ

C/D2

C/D

C/A

C/EQ

C/D2

C/D

C/A

C/AL

C/VR

C/D

C/A

C/EQ

C/D2

C/D

C/A

C/EQ

C/D2

C/D

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C/EQ

C/SP

C/D

C/A

C/EQ

C/SP

CDA

CNA

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CAL

C/D2

C/D2

C/RP

C/D2

C/D2

C/R

C/D2

C/D2

C/D2

C/R

CDA

CDR

CA

CREQ

CDZ

CDA

CDR

CA

CREQ

CRF

FORM 2-722 6-1959

Reported Currency=USD	Requested Distance-Kilometers	Reported Distance-Miles	Description=Year	Default Claims (no Date Filter)=Up to current cutoff date						
PLANT_CD	PRODN_DT	WRTY_START_DT	NAME	DOC_NUM	PK_NUM	WCC_CD	PART_NUM_CAUS_PREF	PART_NUM_CAUS_BASE	PART_NUM_CAUS_BUFF	
A3	28-Jun-02	18-Aug-02	JIM FREELAND FORD	123390	8657760	2.00E+08	2MSZ	9H307	AB	
A3	8-Apr-02	17-May-02	J & S FORD INC	181802C	4827273	2.00E+08	2MSZ	9H307	AB	
A3	11-Apr-02	7-May-02	BILL SMITH FORD INC	6179161	8928795	2.00E+08	2MSZ	9H307	AC	
A3	7-Jun-02		RIO VALLEY MOTOR COMPANY, LLC	8945201	7532121	2.00E+08	2MSZ	9H307	AB	
A3	14-Jun-02	27-Jul-02	CHAMPION FORD, INC.	231480A	5342277	2.00E+08	2MSZ	9H307	AB	
A3	29-Feb-02	28-Mar-02	MIDWAY FORD SALES	7942201	3861411	2.00E+08	2MSZ	9H307	AB	
A3	17-May-02	5-Jul-02	GALPIN FORD	8572021	7873800	2.00E+08	2MSZ	9H307	AB	
A3	24-Apr-02	31-May-02	BELL FORD	848401	8851778	2.00E+08	2MSZ	9H307	AB	

A3	17-Apr-02	30-Jul-02	BOB BELL FORD	307758A	7803500	2.00E+08	2M5Z	W-007	AB
A3	20-Feb-02	22-Mar-02	FORD OF CORAL GABLES	331084A	8816111	2.00E+08	2M5Z	W-007	AB
A3	28-Jul-02	28-Jul-02	KEMP FORD	8581761	8808120	2.00E+08	2M5Z	W-007	AB
A3	15-Feb-02	13-Jun-02	SAWRAGE FORD	38727803	8518800	2.00E+08	2M5Z	W-007	AB
A3	15-Feb-02	13-Jun-02	SAWRAGE FORD	38727801	8518000	2.00E+08	2M5Z	W-007	AB
A3	5-Apr-02	16-Jun-02	GALPIN FORD	8838001	7873800	2.00E+08	2M5Z	W-007	AB
A3	7-May-02	28-May-02	MEDFORD FORD, INC.	2920878	8648188	2.00E+08	2M5Z	W-007	AB
A3	22-Feb-02	2-Apr-02	DAVE SINCLAIR FORD, INC.	28823801	8828590	2.00E+08	2M5Z	W-007	AB
A3	6-Mar-02	28-Mar-02	EGGLEFIELD FORD INC	1128802	8738851	2.00E+08	2M5Z	W-007	AB
A3	13-Mar-02	17-Apr-02	CHINO HILLS FORD SALES INC	288147E	5888351	2.00E+08	2M5Z	W-007	AB



AS

18-Feb-02

1-Mar-02

BRIGHTON FORD-  
MERCURY, INC.

18082A

2271171 2.00E+06 1M52

91307

AA

AS

25-Feb-02

19-Apr-02

GALPIN FORD

852041

767988 2.00E+08 2M52

81307

AB

0510 722 0450

CUST_CONC_CD	COND_CD	RPR_DT	TR_WSD	CLM_KEY	MILE	MTRL_COST	TOT_COST_GROSS	LBR_HRS	DLR_CD	DLR_SUB_CD	REGION_CD	ST_PROV_CD	CPSC_CD_8	TECH_TXT1	TECH_TXT2
D02	42	26-Aug-02	1	2478419	285	238.06	442.06	2.8	5409	*	NA	CA	100105	NO START (QUICK TEST) DIAGNOSIS ROAD TEST VEHICLE ECC	
D21	42	20-May-02	1	1739480	308	273.27	418.04	1.8	3780	*	NA	NJ	100108	STALLED W/EC TO REPLACE FUEL PUMP AND FILTER. VERIFY OK	
D02	42	27-May-02	1	1593371	602	288.34	480.69	3.5	1108	*	NA	NC	100105	W/D/PINPOINT FUEL PRESS TESTS, CODE P1233, M16372 REPLACE FUEL DELIVERY MODULE FUEL PUMP, REC MON TEST INCLUDING TEST DRIVE AND CLEARED CODE PERFORMED ECC TEST NO CODES IN SYSTEM PERFORMED FUEL PRESSURE TEST FOUND VEHICLE LOSING FUEL PRESSURE DUE REPLACED FUEL PUMP TO CORRECT CONCERN	
D42	42	31-Aug-02	-1	2541898	607	220.35	328.38	2	2998	*	NA	NM	100109		
D21	42	16-Aug-02	1	2998034	747	280.72	488.88	2.9	4827	*	NA	TX	100108	759 ECC TEST. NO DTC CODES. DCL CHECK SENSORS. CHECK IGN. SYSTEM. MONITOR RECORD PIDS. CHECK FUEL SYSTEM PINPOINT TEST. REPLACE FUEL PUMP AND FPOW MODULE UNDER REAR SEAT. RETEST. 84307 CC 28 QUALI	TY CHECKED BY M.D.
D21	42	15-May-02	2	1387830	1887	220.36	455.43	3.2	5488	*	NA	CA	100108	TEST ECC NO CODES TEST IGNITION OK TEST FUEL PRESSURE REPLAC FUEL PUMP CLEAN OUT TANK AND LINES RETEST ROADTEST OK	
D21	42	12-Aug-02	2	2346228	2478	220.36	601.82	3.2	6535	*	NA	CA	100108	CC439 TEST ECC, REPLACED FUEL PUMP, RETEST	
D02	28	5-Jul-02	2	1891447	2938	228.08	423.6	2.8	20380	*	NA	AZ	100105	TEST ECC KOED P0232 CHECK ENB LIGHT ON TEST ECC KOEC P0232 TEST ECC KOED DID NOT RUN, MONITOR DCL WITH H88. PINPOINT TEST IGN TEST. FUEL PRESS TEST. REPL FUEL PUMP, RETEST. PASS	

D02	42	8-Sep-02	2	2890867	3048	225.08	349.72	1.7	88	*	NA	MD	100106	3048 WARR EEC TEST MINIMAL FUEL PRESSURE TEST 0 PSI, RUN FUEL TANK REPLACED PUMP, RE TEST ROAD TEST.
D02	28	30-Aug-02	6	2418162	3128	235.17	421.81	2.8	3808	*	NA	FL	100106	REPLACE FUEL PUMP AND FILTER
D21	42	22-Aug-02	1	2428703	3104	247.04	383.12	4.5	8417	*	NA	CA	100106	FUEL PUMP AND FILTER REPLACE EEC (QUICK TEST) DIAGNOSIS
D02	42	18-Aug-02	5	2448882	3213	228.38	337.11	1.7	4008	*	NA	FL	100106	FUEL PUMP DEFECTIVE LOOSE PRESSURE RUN EEC TEST, DTC P0128 PRESENT AFTER ROADTEST AND ENGINE 5 TALS SERVICE PARTY REPLACE FUEL PUMP RETEST, ROADTEST 3 MILES
D02	42	19-Aug-02	3	2495425	3213	288.02	428.38	1.8	4808	*	NA	FL	100106	FUEL PUMP OPEN RUN EEC TEST NO DTC RUN FUEL PRESSURE TEST 0 PSI RUN FUEL PU TEST REPLACE FUEL PUMP ASSEMBLY RETEST ROADTEST 3MILES
D42	42	23-Jul-02	2	2328375	3808	228.38	601.62	3.3	5238	*	NA	CA	100106	CONRO REPLACED FUEL PUMP AND CLEANED ALL FUEL LINES
D02	42	13-Aug-02	3	2288887	4467	283.83	442.38	2.2	1181	*	NA	NJ	100106	TESTED EEC SYSTEM ERASED CODE CHECKED FUEL PRESSURE AND REPLACED FUEL PUMP
D02	42	3-Sep-02	8	2548789	4886	225.88	417.38	2.3	8188	*	NA	MD	100106	FUEL PUMP ELECTRIC (IN TANK) REPLACE (8488 84407 84887 84818)
D08	42	23-Jul-02	4	2686788	8474	280.47	487.38	3.3	576	*	NA	NY	108106	TECH DIAGN; FINDS FUEL SENDER FAULTY; REPLACES TECH REPLACES SENDER, GASKET, FILTER
D21	42	4-Jun-02	2	1900177	6880	220.38	388.1	2	8488	*	NA	CA	100106	8488 NGS SYSTEM TEST CODE PASS NOER TEST CODE PASS 128800 0.2 84888 8.3 8488 1.4 128800 1 8.1 2.0 HRS TOTAL LABOR FUEL PRESSURE TEST OK REPLACED FUEL PUMP PER NICK WALTERS RETEST CODE PASS ROAD TEST OK

021	42	24-Jun-02	4	1943885	8228	293.03	486.78	2.3	2707	*	NA	MI	100101
042	42	11-Sep-02	5	2870885	18388	331.47	816.44	3.8	5638	*	NA	CA	100100

0224 04207 42 W08 START  
 UP. TEST EEC SYS. NO  
 CODES. FUEL SYS TEST. LOW  
 FUEL PRESSURE. REPLACE  
 FUEL PUMP & FUEL FILTER.  
 RETEST. SYS PASS. ROAD  
 TEST.

0422 DIAGNOSIS  
 REPLACED FUEL PUMP AND  
 FILTER AND ROAD TESTED

EMR2-022 0481

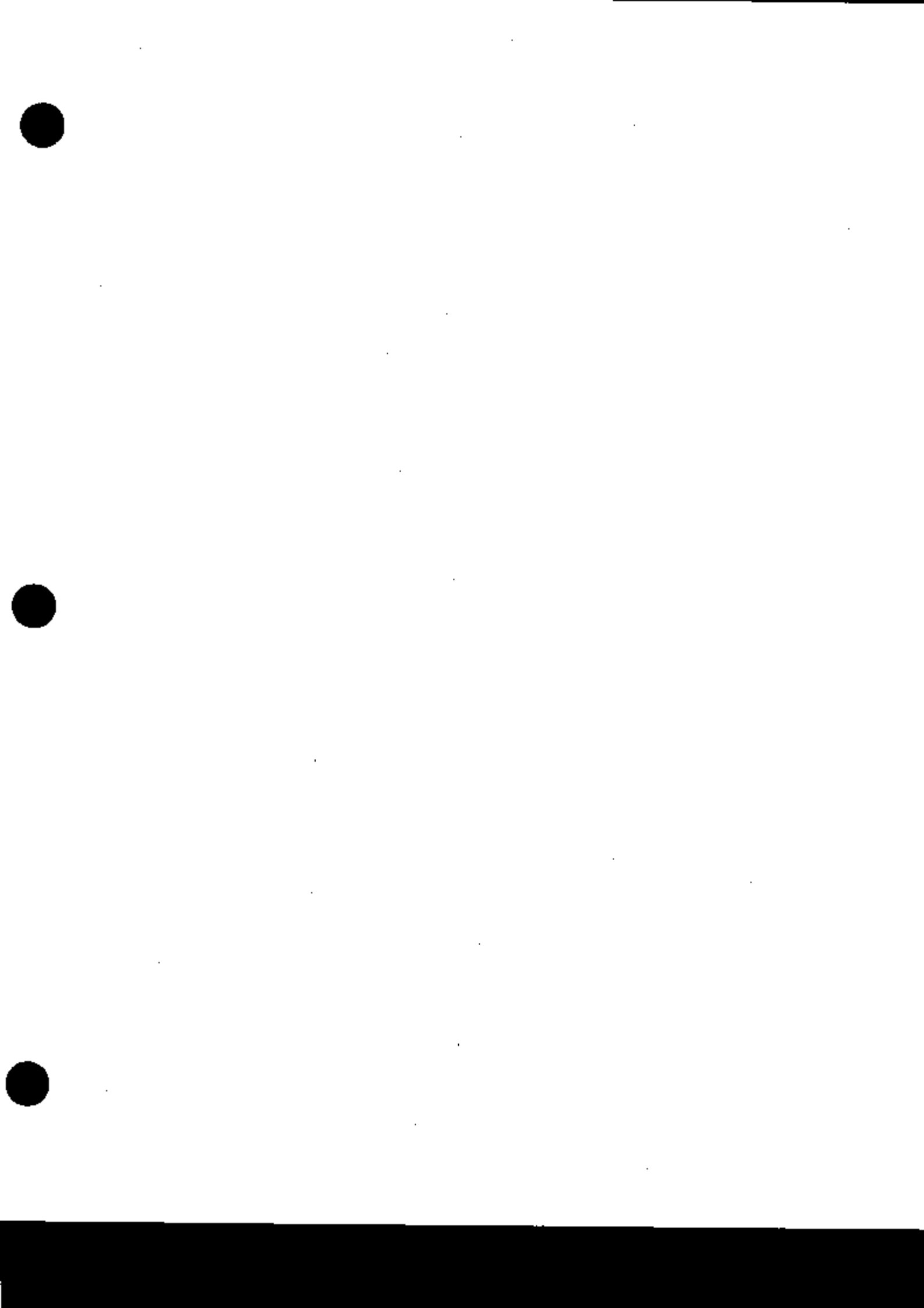
## Continuation Indication Other

	CUST_TXT	AREA_CD	COUNTRY_CD	SLR_DLR_CD	TRM_CD	CHTRY_SOLD	DEPT_CD	VFG_CD	AWB_VL_CD	VRT_CD	TIS_FLAG
X	CUST STATES CRANKS WILL NOT START	505	USA	171040	807	USA	067	V43	AK	811	Q
X	CUSTOMER STATES VEHICLE STALLED TWICE	201	USA	113080	807	USA	067	V42	AK	811	
X	CUSTOMER STATES VEHICLE WONT CRANK OVER	810	USA	121788	807	USA	067	V43	AK	811	
X	CUSTOMER STATES VEHICLE HAS A LOSS OF POWER ON GRADES CHECK AND ADVISE	505	USA	155800	807	USA	067	V41	AK	811	Q
XX	DR1 CK. ENGINE DIED ON ACCEL. AFTER SITTING AT A STOP HARD TO RESTART SURGES ON ACCEL.	281	USA	182649	807	USA	067	V42	AK	811	
X	CUSTOMER STATES AFTER CAR SITS SEVERAL HOURS OR OVERNIGHT CAR MISSES AND STUMBLES AFTER START UP FOR FOR SEVERAL MINUT	213	USA	171819	807	USA	067	V42	AK	811	
X	DOS. CHECK RUNNING CONDITIONAL CUST STATES VEHICLE SURGES IN GEAR AND IN PARK. STALLS OUT AT STOPS, WHEN RPM ARE AT 1000 OR BELOW	818	USA	171040	807	USA	067	V42	AK	811	Q
X	CUSTOMER STATES ENGINE WONT START	802	USA	171177	807	USA	067	V43	AK	811	

E902-022 8482

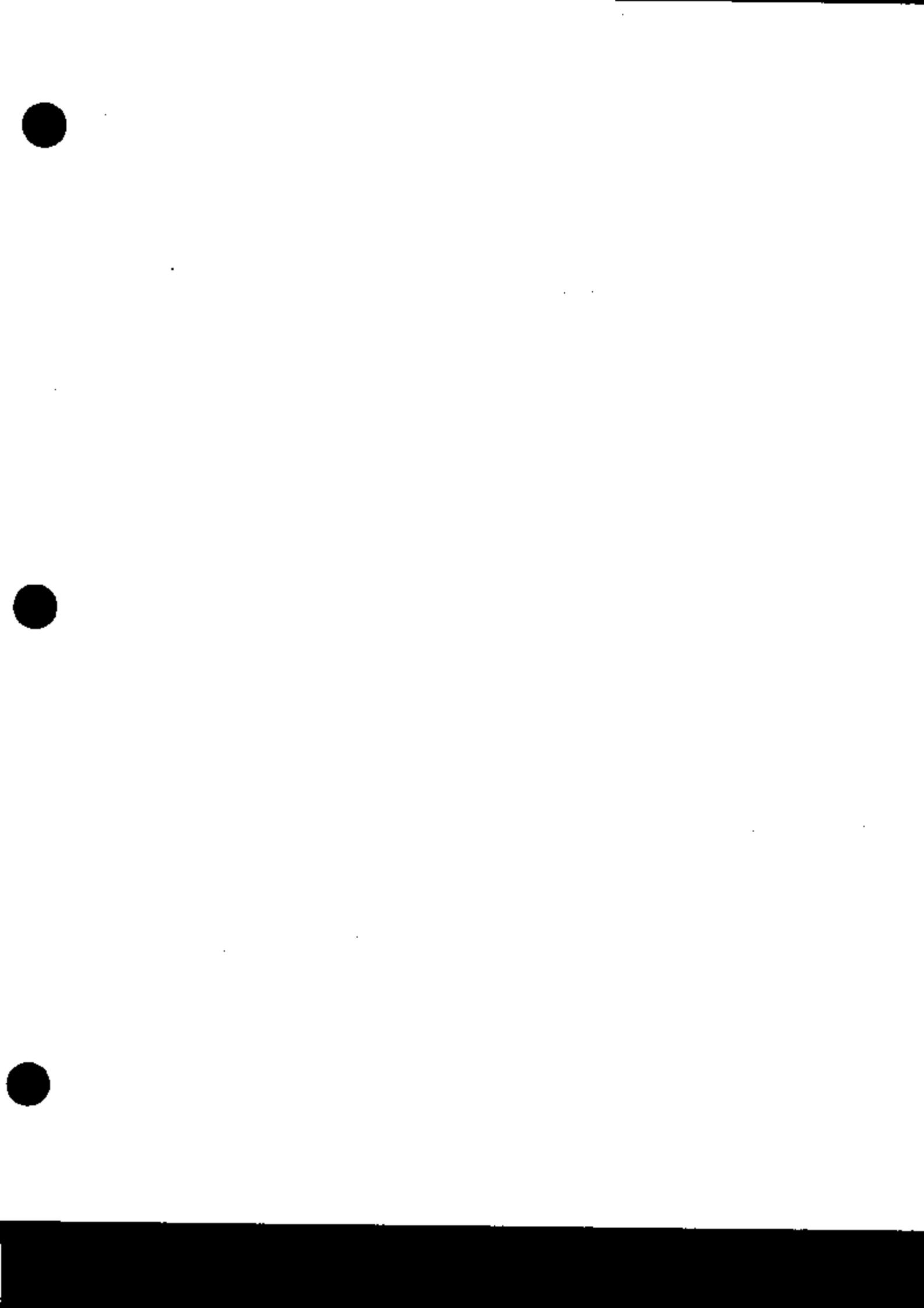
X	CHECK FOR CRANK NO START	418	USA	127087	307	USA	Q87	V43	AK	811	⊙
X	CUSTOMER STATES VEH CRANKS BUT NO START (POSS FUEL PUMP) CUSTOMER STATED THE CAR DIED ON THE FREEWAY, RESTARTED AFTER A WHILE, DROVE FOR A WHILE, SPUTTERED AND DIED AGAIN TOWED IN.	305	USA	124804	307	USA	Q87	V43	AK	811	⊙
X		898	USA	171488	307	USA	Q87	V42	AK	811	
X	SERVICE PART FUEL PUMP	854	USA	124008	891	USA	Q87	V43	AK	811	⊙
X	CUSTOMER STATES THAT VEHICLE WILL NOT START. VEHICLE CRANKS BUT WONT START.	884	USA	124008	307	USA	Q87	V43	AK	811	⊙
X	S.O.P 188808 PUMP FUEL ABYV CR VEHICLE LACKS POWER INSTALL S.O.P	898	USA	171040	891	USA	Q87	V41	AK	811	
X	CHECK HARD TO START	808	USA	115484	307	USA	Q87	V43	AK	811	⊙
X	CUSTOMER STATES THAT VEHICLE WILL NOT START, BUT WILL CRANK TOW IN	314	USA	163080	307	USA	Q87	V43	AK	811	⊙
X	CUSTOMER STATED HESITATION ON ACCELERATION	818	USA	111888	307	USA	Q87	V41	AK	811	
X	D21 CUST STATES VEHICLE STALLS AT TIMES HARD TO START AFTER STALL	808	USA	171104	307	USA	Q87	V42	AK	811	

X	DIAG ENGINE STALLED ON HWAY, LIGHT ON DASH CAME ON CAR STALLED SPEEDO #W/ ENGINE WOULD START AND REV UP BUT HAD NO POWER	010	USA	14800	007	USA	007	V42	AK	011	
X	036 CUSTOMER STATES THAT ENGINE HAS NO (BOGGING DOWN) POWER ON ACCELERATION EITHER LIGHT OR HEAVY WIND AC ON.	010	USA	171040	007	USA	007	V41	AK	011	0





	Wagon Zetec	Wagon Spi	Sedan Zetec	Sedan Spi	3 and 5 Door
Fuel Jumper Hose Bundle	1M51 9L291 AA	98AB 9J280 GK 1M51 9L291 AA	1M51 9L291 AA	98AB 9J280 GK 1M51 9L291 AA	1M51 9L291 AA
Fuel Tank	2M51 9K007 CA	2M51 9K007 CA	2M51 9K007 CA	2M51 9K007 CA	2M51 9K007 CA
Carbon Cannister	YS4U 9E857 AA	YS4U 9E857 AA	YS4U 9E857 AA	YS4U 9E857 AA	Ys4X 9E857 BC
LVD	1M51 9C047 BB	1M51 9C047 BB	1M51 9C047 CB	1M51 9C047 CB	1M51 9C047 AB
Fuel Filler Pipe	2M51 9032 CA	2M51 9032 CA	2M51 9032 BA	2M51 9032 BA	2M51 9032 CA



Report  
Information for  
Result ID  
48979188:

Status=Finished

Request Name=Wayne B

Description=Wayne  
B  
Run Date And Time=05  
Sep 2002 7:48

Completion Date And  
Time=05 Sep 2002 7:48

Data Selection  
Criteria:

Model Year =  
MY\_02(2002),  
MY\_01(2001)

Cost Category = All Vehicle Coverage /  
Coverage[1,K,N]

Region Sold =  
North America(NA)

Country Sold / Flag Incl  
[Type] = [USA,US]

Vehicle Line Ass =  
FDCL(USA)

Report Selection  
Criteria:

Report  
Name=Standard  
Claims List

Model Year=2002, 2001

Destination=US

Cur Name=CL.MLS100

Order By=AM

Report Selection Criteria	Report Name=Standard Claims List	Model Year=2002, 2001	Destination=US	Cur Name=CL.MLS100	Order By=AM
2001	1	1FAHP363X1W370491	206.21	C/AK	C/F
2001	8	1FAHP34371W341801	165.1	C/AK	C/F
2001	158	1FAFP33PX1W372188	270.09	C/AK	C/F
2001	9	1FAHP34321W368843	214.54	C/AK	C/F
2001	20	1FAFP38301W377986	89.39	C/AK	C/F
2001	4	1FAHP36381W343191	121.82	C/AK	C/F
2001	35	1FAFP36351W378554	198.18	C/AK	C/F
2001	2	1FAHP36391W345534	183.39	C/AK	C/F
2001	5	1FAHP38331W356809	220.64	C/AK	C/F
2001	7	1FAHP343X1W364113	117.15	C/AK	C/F
2001	3	1FAHP36391W343220	189.39	C/AK	C/F
2001	6	1FAHP38301W362108	205.58	C/AK	C/F
2001	33	1FAFP38371W346432	158.6	C/AK	C/F
2001	12	1FAFP38391W346526	120.66	C/AK	C/F
2001	34	1FAFP36381W381407	650.58	C/AK	C/F

2001	174 1FAFP33P81W378098	175 C/AK	C/F
2001	37 1FAFP38361W358515	183.27 C/AK	C/F
2001	13 1FAFP38341W358907	237.18 C/AK	C/F
2001	40 1FAFP38341W379389	166.75 C/AK	C/F
2001	53 1FAFP38301W381859	107.91 C/AK	C/F
2001	11 1FAFP38391W349382	163.84 C/AK	C/F
2001	21 1FAFP38301W377988	223.6 C/AK	C/F
2001	38 1FAFP38351W358888	187.14 C/AK	C/F
2001	14 1FAFP38331W370918	121.78 C/AK	C/F
2001	27 1FAFP38391W347829	235.3 C/AK	C/F
2001	28 1FAFP38381W372098	148.51 C/AK	C/F
2001	26 1FAFP38391W347829	161.49 C/AK	C/F
2001	41 1FAFP38341W381881	101.68 C/AK	C/F
2001	44 1FAFP38331W373871	172.81 C/AK	C/F
2001	32 1FAFP38371W362182	184.83 C/AK	C/F
2001	38 1FAFP38361W367807	214.2 C/AK	C/F
2001	31 1FAFP38371W384378	197.8 C/AK	C/F
2001	29 1FAFP38381W364499	97.02 C/AK	C/F
2001	25 1FAFP38391W358839	129.34 C/AK	C/F
2001	70 1FAFP34P71W374080	102.21 C/AK	C/F

2001	50 1FAFP36321W357340	148.4 C/AK	C/F
2001	59 1FAFP34PX1W358426	152.1 C/AK	C/F
2001	61 1FAFP34P91W374576	95.71 C/AK	C/F
2001	16 1FAFP38321W359818	230.04 C/AK	C/F
2001	23 1FAFP363X1W358436	93.98 C/AK	C/F
2001	19 1FAFP38311W344060	101.66 C/AK	C/F
2001	51 1FAFP36301W376890	101.84 C/AK	C/F
2001	48 1FAFP36321W390200	110.5 C/AK	C/F
2001	24 1FAFP363X1W347364	140.14 C/AK	C/F
2001	58 1FAFP34PX1W370939	196.68 C/AK	C/F
2001	46 1FAFP36331W346833	145.1 C/AK	C/F
2001	60 1FAFP34PX1W361002	116.14 C/AK	C/F
2001	57 1FAFP34PX1W370276	91.8 C/AK	C/F
2001	47 1FAFP36331W343667	94.34 C/AK	C/F
2001	52 1FAFP36301W363301	173.75 C/AK	C/F
2001	22 1FAFP363X1W381837	112.94 C/AK	C/F
2001	68 1FAFP34P91W341089	101.85 C/AK	C/F
2001	148 1FAFP34311W381095	121.62 C/AK	C/F
2001	194 1FAFP33P51W360742	223.85 C/AK	C/F
2001	39 1FAFP36351W335882	325.6 C/AK	C/F

2001	45 1FAFP36331W372185	130.36 C/AK	C/F
2001	30 1FAFP36371W377518	240.7 C/AK	C/F
2001	102 1FAFP34P01W369654	87.13 C/AK	C/F
2001	225 1FAFP33P01W362558	99.18 C/AK	C/F
2001	100 1FAFP34P01W378421	127.65 C/AK	C/F
2001	152 1FAFP34311W347882	250.26 C/AK	C/F
2001	195 1FAFP33P71W359850	181.6 C/AK	C/F
2001	96 1FAFP34P21W358848	264.81 C/AK	C/F
2001	71 1FAFP34P71W370087	116.4 C/AK	C/F
2001	55 1FAFP36301W357885	116.96 C/AK	C/F
2001	93 1FAFP34P21W369694	101.85 C/AK	C/F
2001	87 1FAFP34P41W373075	232.68 C/AK	C/F
2001	106 1FAFP343X1W345783	101.66 C/AK	C/F
2001	105 1FAFP34P01W349498	169.13 C/AK	C/F
2001	63 1FAFP34P91W361973	163.26 C/AK	C/F
2001	212 1FAFP33P21W374372	162.49 C/AK	C/F
2001	54 1FAFP36301W359584	222 C/AK	C/F
2001	90 1FAFP34P31W376075	196.14 C/AK	C/F
2001	77 1FAFP34P91W371473	270.58 C/AK	C/F
2001	62 1FAFP34P91W372049	158.45 C/AK	C/F

2001	139 1FAFP34331W357480	202.36 C/AK	C/F
2001	74 1FAFP34P71W369554	88.74 C/AK	C/F
2001	72 1FAFP34P71W370025	101.85 C/AK	C/F
2001	92 1FAFP34P21W370109	88.74 C/AK	C/F
2001	188 1FAFP33P81W362953	143.16 C/AK	C/F
2001	182 1FAFP33PX1W358377	140.44 C/AK	C/F
2001	103 1FAFP34P01W359089	170.15 C/AK	C/F
2001	58 1FAFP34PX1W369483	81.8 C/AK	C/F
2001	119 1FAFP34371W364884	159.33 C/AK	C/F
2001	206 1FAFP33P31W375787	230.4 C/AK	C/F
2001	150 1FAFP34311W378173	232.7 C/AK	C/F
2001	116 1FAFP34371W377456	212.48 C/AK	C/F
2001	106 1FAFP343X1W378539	168.83 C/AK	C/F
2001	69 1FAFP34P81W338235	120.21 C/AK	C/F
2001	67 1FAFP34P81W364883	102.48 C/AK	C/F
2001	98 1FAFP34P11W375483	208.1 C/AK	C/F
2001	42 1FAFP36341W356996	153.77 C/AK	C/F
2001	86 1FAFP34P51W341235	160.89 C/AK	C/F
2001	18 1FAFP36311W348951	169 C/AK	C/F
2001	73 1FAFP34P71W369588	87.3 C/AK	C/F

2001	180 1FAFP33PX1W388068	181.33 C/AK	C/F
2001	82 1FAFP34P51W382514	110.05 C/AK	C/F
2001	83 1FAFP34P51W377183	108.56 C/AK	C/F
2001	49 1FAFP36321W374932	168.85 C/AK	C/F
2001	78 1FAFP34P81W388951	101.85 C/AK	C/F
2001	65 1FAFP34P91W356417	104.4 C/AK	C/F
2001	89 1FAFP34P41W344207	140.51 C/AK	C/F
2001	122 1FAFP34371W348233	232.01 C/AK	C/F
2001	43 1FAFP36331W378469	255.71 C/AK	C/F
2001	172 1FAFP33P91W335245	134.33 C/AK	C/F
2001	221 1FAFP33P11W368177	139.75 C/AK	C/F
2001	214 1FAFP33P21W372962	258.92 C/AK	C/F
2001	75 1FAFP34P71W362846	165.8 C/AK	C/F
2001	110 1FAFP34391W362928	154.08 C/AK	C/F
2001	126 1FAFP34361W348594	181.5 C/AK	C/F
2001	99 1FAFP34P01W379794	159.23 C/AK	C/F
2001	17 1FAFP38311W356323	127.03 C/AK	C/F
2001	78 1FAFP34P81W377175	102.4 C/AK	C/F
2001	107 1FAFP343X1W379539	182.62 C/AK	C/F
2001	189 1FAFP33P81W361057	206.3 C/AK	C/F



2001	224 1FAFP33P11W350435	127.64 C/AK	C/F
2001	68 1FAFP34P81W345327	182.95 C/AK	C/F
2001	154 1FAFP34301W375323	183.43 C/AK	C/F
2001	85 1FAFP34P51W370038	101.85 C/AK	C/F
2001	208 1FAFP33P31W372159	130.81 C/AK	C/F
2001	147 1FAFP34321W344414	189.95 C/AK	C/F
2001	165 1FAFP33PX1W341717	255.73 C/AK	C/F
2001	156 1FAFP34301W380031	114.87 C/AK	C/F
2001	197 1FAFP33P51W357096	106.58 C/AK	C/F
2001	192 1FAFP33P51W378254	82.28 C/AK	C/F
2001	179 1FAFP33P81W347533	108.88 C/AK	C/F
2001	112 1FAFP34391W345530	132.15 C/AK	C/F
2001	124 1FAFP34351W382731	179.37 C/AK	C/F
2001	101 1FAFP34P01W370478	218.73 C/AK	C/F
2001	187 1FAFP33P61W361230	237.89 C/AK	C/F
2001	222 1FAFP33P11W358770	235.8 C/AK	C/F
2001	202 1FAFP33P41W358834	191.5 C/AK	C/F
2001	125 1FAFP34361W358090	210.89 C/AK	C/F
2001	186 1FAFP33P71W341898	277.33 C/AK	C/F
2001	151 1FAFP34311W350950	134.39 C/AK	C/F

2001	80 1FAFP34P61W362627	84.72 C/AK	C/F
2001	111 1FAFP34391W357774	110.45 C/AK	C/F
2001	171 1FAFP33P91W335620	240.64 C/AK	C/F
2001	81 1FAFP34P61W360098	244.23 C/AK	C/F
2001	177 1FAFP33P61W350724	210.76 C/AK	C/F
2001	191 1FAFP34341W378905	214.6 C/AK	C/F
2001	120 1FAFP34371W360303	219.97 C/AK	C/F
2001	64 1FAFP34P91W360192	65.1 C/AK	C/F
2001	209 1FAFP33P31W364174	240.7 C/AK	C/F
2001	200 1FAFP33P41W357573	153.99 C/AK	C/F
2001	129 1FAFP34351W364818	111.25 C/AK	C/F
2001	118 1FAFP34381W349889	111.28 C/AK	C/F
2001	167 1FAFP33P91W360280	130.29 C/AK	C/F
2001	117 1FAFP34371W377456	144.84 C/AK	C/F
2001	79 1FAFP34P61W369826	136.73 C/AK	C/F
2001	153 1FAFP34311W344937	115.44 C/AK	C/F
2001	159 1FAFP33PX1W368066	161.18 C/AK	C/F
2001	114 1FAFP34381W375313	233.34 C/AK	C/F
2001	137 1FAFP34331W377051	188 C/AK	C/F
2001	163 1FAFP33PX1W349137	325.05 C/AK	C/F

2001	218 1FAFP33P21W363629	151.2 C/AK	C/F
2001	141 1FAFP34321W380314	184.88 C/AK	C/F
2001	195 1FAFP33P51W358829	201.85 C/AK	C/F
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2001	173 1FAFP33P81W378388	305 C/AK	C/F
2001	123 1FAFP34371W344828	171.25 C/AK	C/F
2001	142 1FAFP34321W382800	168.07 C/AK	C/F
2001	121 1FAFP34371W350080	251.92 C/AK	C/F
2001	193 1FAFP33P51W361745	149.64 C/AK	C/F
2001	218 1FAFP33P21W343108	130.08 C/AK	C/F
2001	181 1FAFP33PX1W385845	213.12 C/AK	C/F
2001	175 1FAFP33P81W370890	382.57 C/AK	C/F
2001	140 1FAFP34321W380314	177.55 C/AK	C/F
2001	220 1FAFP33P11W380222	151.27 C/AK	C/F
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2001	204 1FAFP33P31W378446	82.89 C/AK	C/F
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2001	178 1FAFP33P61W360633	130.11 C/AK	C/F
2001	166 1FAFP33P91W372750	134.61 C/AK	C/F
2001	127 1FAFP34351W377875	160.62 C/AK	C/F
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2001	184 1FAFP33P71W362136	143.37 C/AK	C/F
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2001	145 1FAFP34321W350312	97.03 C/AK	C/F
2001	225 1FAFP33P01W364661	148 C/AK	C/F
2001	108 1FAFP34391W375837	173.38 C/AK	C/F
2001	205 1FAFP33P31W375787	159.6 C/AK	C/F
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2001	217 1FAFP33P21W363629	266.4 C/AK	C/F
2001	180 1FAFP33P81W347633	144 C/AK	C/F

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2001	228 1FAFP33P11W350547	226.34 C/AK	C/F
2001	203 1FAFP33P41W344189	135.4 C/AK	C/F
2001	199 1FAFP33P41W375748	147.27 C/AK	C/F
2001	196 1FAFP33P51W368120	136.06 C/AK	C/F
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2001	143 1FAFP34321W368782	276.52 C/AK	C/F
2001	207 1FAFP33P31W372534	182.39 C/AK	C/F
2001	155 1FAFP34301W363804	230.02 C/AK	C/F
2001	81 1FAFP34P31W383122	120.9 C/AK	C/F
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2001	227 1FAFP33P01W362080	170.2 C/AK	C/F
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2001	170 1FAFP33P91W336882	212.98 C/AK	C/F

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2001	104 1FAFP34P01W368089	233.95 C/AK	C/F
2001	182 1FAFP33P81W346247	139.37 C/AK	C/F
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2001	219 1FAFP33P11W378095	173.92 C/AK	C/F
2002	237 1FAHP34P92W184898	104.5 C/AK	C/F
2002	353 1FAFP33P82W163958	152.81 C/AK	C/F
2002	367 1FAFP33P32W152134	103.49 C/AK	C/F
2002	342 1FAFP33P82W153336	114.33 C/AK	C/F
2002	382 1FAFP33P12W102396	284.96 C/AK	C/F
2002	325 1FAFP34352W141521	81.39 C/AK	C/F
2002	378 1FAFP33P12W143888	247.53 C/AK	C/F
2002	332 1FAFP34322W110730	143.62 C/AK	C/F
2002	289 1FAFP34P72W188397	284.83 C/AK	C/F
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2002	270 1FAFP36312W162444	212.49 C/AK	C/F
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2002	326 1FAFP34352W135122	139.6 C/AK	C/F
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2002	327 1FAFP34342W141347	269.57 C/AK	C/F
2002	230 1FAHP38322W127756	112.2 C/AK	C/F
2002	338 1FAFP33PX2W153782	238.65 C/AK	C/F
2002	253 1FAFP38332W172115	183.96 C/AK	C/F
2002	264 1FAFP34P82W127700	117.98 C/AK	C/F
2002	288 1FAFP38322W133454	275.12 C/AK	C/F
2002	241 1FAHP34332W150890	90.51 C/AK	C/F
2002	263 1FAFP38382W138116	114.12 C/AK	C/F
2002	280 1FAFP34P72W118545	195.68 C/AK	C/F
2002	259 1FAFP38302W144370	138.04 C/AK	C/F
2002	258 1FAFP38322W104016	191.31 C/AK	C/F
2002	337 1FAFP33PX2W164663	174.55 C/AK	C/F
2002	283 1FAFP34P82W135442	84.48 C/AK	C/F
2002	254 1FAFP38332W150289	213.77 C/AK	C/F

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2002	282 1FAFP34P82W157426	221.16 C/AK	C/F
2002	370 1FAFP33P22W176280	115.43 C/AK	C/F
2002	300 1FAFP34P52W123734	104.98 C/AK	C/F
2002	291 1FAFP34P62W150506	182.16 C/AK	C/F
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2002	372 1FAFP33P22W160337	218.89 C/AK	C/F
2002	319 1FAFP34382W139844	238.85 C/AK	C/F
2002	261 1FAFP38302W134096	147.5 C/AK	C/F
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2002	377 1FAFP33P12W160978	110.97 C/AK	C/F
2002	343 1FAFP33P92W141137	200.45 C/AK	C/F
2002	232 1FAHP38372W162376	244.69 C/AK	C/F
2002	257 1FAFP38312W163106	219.99 C/AK	C/F
2002	379 1FAFP33P12W140855	207.53 C/AK	C/F



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2002	294 1FAFP34P82W112015	213.3 C/AK	C/F
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2002	277 1FAFP34P82W176002	212.35 C/AK	C/F
2002	271 1FAFP38312W123986	143.8 C/AK	C/F
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2002	269 1FAFP38322W127881	213.32 C/AK	C/F
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2002	307 1FAFP34P12W167634	146.41 C/AK	C/F
2002	234 1FAHP38352W174196	170.52 C/AK	C/F
2002	330 1FAFP34332W104337	290.4 C/AK	C/F
2002	266 1FAFP38362W106564	188.38 C/AK	C/F
2002	242 1FAFP383X2W159085	216.12 C/AK	C/F
2002	341 1FAFP33P82W153336	114.33 C/AK	C/F
2002	310 1FAFP34P12W129305	259.28 C/AK	C/F
2002	380 1FAFP33P12W116796	178.84 C/AK	C/F
2002	239 1FAHP34392W110622	88.75 C/AK	C/F
2002	246 1FAFP383X2W104961	257.4 C/AK	C/F

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2002	360 1FAFP33P42W153776	146.88 C/AK	C/F
2002	329 1FAFP34332W111289	181.35 C/AK	C/F
2002	285 1FAFP34P82W125221	87.55 C/AK	C/F
2002	336 1FAFP34302W133262	107.2 C/AK	C/F
2002	252 1FAFP38362W107341	105.24 C/AK	C/F
2002	317 1FAFP34392W107047	143.97 C/AK	C/F
2002	365 1FAFP33P42W112060	138.8 C/AK	C/F
2002	267 1FAFP34P52W147791	114.48 C/AK	C/F
2002	238 1FAHP36312W104715	415.29 C/AK	C/F
2002	281 1FAFP34P82W157425	221.16 C/AK	C/F
2002	248 1FAFP38392W147068	172.57 C/AK	C/F
2002	338 1FAFP34302W127719	226.04 C/AK	C/F
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2002	320 1FAFP34372W116877	114.28 C/AK	C/F
2002	354 1FAFP33P82W116972	177.23 C/AK	C/F
2002	314 1FAFP34P02W168807	135.38 C/AK	C/F
2002	313 1FAFP34P12W113606	162.96 C/AK	C/F
2002	236 1FAHP36312W182386	238.8 C/AK	C/F

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2002	238 1FAHP343X2W144410	111.81 C/AK	C/F
2002	303 1FAFP34P32W140838	142.07 C/AK	C/F
2002	233 1FAHP36352W174136	170.62 C/AK	C/F
2002	299 1FAFP34P62W126514	187.57 C/AK	C/F
2002	331 1FAFP34322W156803	77.43 C/AK	C/F
2002	383 1FAFP33P12W101568	168.95 C/AK	C/F
2002	249 1FAFP38392W143850	144.94 C/AK	C/F
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2002	364 1FAFP33P42W116789	191.36 C/AK	C/F
2002	305 1FAFP34P32W111467	108.58 C/AK	C/F
2002	311 1FAFP34P12W125710	156.24 C/AK	C/F
2002	350 1FAFP33P72W151328	121.89 C/AK	C/F
2002	349 1FAFP33P82W101759	179.45 C/AK	C/F
2002	279 1FAFP34P82W126829	207.62 C/AK	C/F
2002	376 1FAFP33P12W160037	190.11 C/AK	C/F
2002	374 1FAFP33P22W136653	139.1 C/AK	C/F
2002	373 1FAFP33P22W136653	132.48 C/AK	C/F

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2002	355 1FAFP33P62W102645	273.35 C/AK	C/F
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2002	386 1FAFP33P02W101836	154.19 C/AK	C/F
2002	273 1FAFP38302W106690	210.67 C/AK	C/F
2002	302 1FAFP34P42W120212	199.81 C/AK	C/F
2002	308 1FAFP34P12W152566	170.2 C/AK	C/F
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2002	368 1FAFP33P32W112975	123.54 C/AK	C/F
2002	296 1FAFP34P52W155132	136.09 C/AK	C/F
2002	381 1FAFP33P12W113042	283.76 C/AK	C/F
2002	345 1FAFP33P92W112642	182.39 C/AK	C/F
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2002	304 1FAFP34P32W135252	130.28 C/AK	C/F

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2002	318 1FAFP34P02W122801	91.8 C/AK	C/F
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2002	247 1FAFP38392W156980	245.33 C/AK	C/F
2002	363 1FAFP33P42W122964	153.29 C/AK	C/F
2002	318 1FAFP34382W183772	205.77 C/AK	C/F
2002	299 1FAFP34P52W145829	180.49 C/AK	C/F
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2002	348 1FAFP33P82W106407	179.77 C/AK	C/F
2002	276 1FAFP34PX2W112826	186.72 C/AK	C/F
2002	366 1FAFP33P42W101628	185.88 C/AK	C/F
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2002	384 1FAFP33P02W134139	164.88 C/AK	C/F
2002	371 1FAFP33P22W162489	112.71 C/AK	C/F
2002	361 1FAFP33P42W127324	177.8 C/AK	C/F
2002	291 1FAHP38322W105750	117.3 C/AK	C/F

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2002	262	1FAFP38392W127473	137.74	C/AK	C/F
2002	352	1FAFP33P72W101807	142.07	C/AK	C/F
MDL_YR	SORT_INDEX	VIN_CD	LBR_COST	VIN_LINE_CD	AMT_DERIVED

Job Class=627                      Inspection Time=6                      Fracnk                      Cut Off Date=21                      Load Date=23 Sep                      Currency                      Exchange=6

Customer Concern Code = ENGINE WOULD  
 NOT START(D61,V48), ENGINE  
 STALL(D61,V48), ENGINE  
 HEVITATED(BURMBB WHEN  
 ACCEL.PATH(D66,V01), ENGINE  
 HEVITATED(BURMBB AT STEADY  
 SPEED(D41,V41), POOR  
 PERFORMANCE/BLANK POWER(D42,V47)

Part Num Base (cases) (used) Material Cost  
 = (B4067,4,4) (used) > 10.00

Production Date  
 Reported Between Assembly Plant  
 16-JUN-2001, 12-(msg) = WAYNE  
 ZBC-gm1 PLANT BULDOAZ

Minimum Claims=1000	Logic=Corporate	Tls Claims=ALL	Claims With Comments=Can Only	Requested Currency=USD	Reported Currency=USD
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ

C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
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C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
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C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ



C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/RP	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
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C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ

C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ

G/FC	G/DE	G/A	G/EQ	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FC	G/DR	G/A	G/BY	G/D2	AZ
G/FC	G/DR	G/A	G/BY	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FC	G/DE	G/A	G/EQ	G/D2	AZ
G/FC	G/DR	G/A	G/BY	G/D2	AZ
G/FC	G/DE	G/A	G/EQ	G/D2	AZ
G/FC	G/DE	G/A	G/EQ	G/D2	AZ
G/FC	G/DE	G/A	G/EQ	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FF	G/DE	G/A	G/EQ	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ
G/FC	G/DF	G/A	G/EQ	G/D2	AZ
G/FC	G/DE	G/A	G/BY	G/D2	AZ

C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/RN	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ

C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ

C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DE	C/A	C/BY	C/RN	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ

C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
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C/FC	C/DE	C/A	C/EQ	C/D2	AZ
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C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ

C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/RP	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
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C/FC	C/DR	C/A	C/BY	C/RN	AZ
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C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
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C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ



C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
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C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
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C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
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C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ

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C/FC	C/DR	C/A	C/BY	C/D2	AZ
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C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
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C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/RP	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ

C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
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C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
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C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/RP	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ

C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/RP	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
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C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ

C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/RF	AZ
C/FC	C/DF	C/A	C/EQ	C/RF	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
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C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ

C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/RP	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/RN	AZ
C/FC	C/DE	C/A	C/BY	C/RN	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ

C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/FP	AZ
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C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
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C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ

C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FF	C/DE	C/A	C/EQ	C/D2	AZ
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C/FC	C/DE	C/A	C/BY	C/D2	AZ
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C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ



C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
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C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DE	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DE	C/A	C/EQ	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/D2	AZ
C/FC	C/DR	C/A	C/BY	C/RN	AZ
C/FC	C/DF	C/A	C/EQ	C/D2	AZ

C/FC

C/DR

C/A

C/BY

C/D2

AZ

C/FC

C/DR

C/A

C/BY

C/D2

AZ

C/FF

C/DE

C/A

C/EQ

C/RP

AZ

C/FC

C/DR

C/A

C/BY

C/D2

AZ

MOD\_CAB\_STL

VER\_SERIES\_CD

ORIG\_CD

EMG\_CD

TRANS\_CD

PLANT\_CD

Reported Date	Reported Date	Description	Default Claims Inc Date Filter	Up to current cutoff date	
31-Jul-01	17-Aug-01	LARRY H. MILLER SUPE	57602801	5781000	2.00E+06
15-Jun-01	30-Jun-01	BOB HOWARD DOWNT 014527A		2327171	2.00E+06
21-Aug-01	24-Sep-01	PRESTIGE FORD	22722701	8643873	2.00E+06
10-Aug-01	31-Aug-01	JIM CLICK FORD, INC.	25880601	7472000	2.00E+06
22-Aug-01	21-Nov-01	DON BOHN FORD	2742880	3477000	2.00E+06
14-Jun-01	31-Jul-01	MILLER FORD SALES	157376A	2670476	2.00E+06
22-Aug-01	7-Sep-01	PAT MILLIKEN FORD, IN	107736A	2553100	2.00E+06
28-Jun-01	1-Aug-01	MCCAFFERTY FORD SA	6074951	9458000	2.00E+06
28-Jun-01	13-Jul-01	RUSSELL & SMITH FOR	888851	6834111	2.00E+06
14-Aug-01	16-Oct-01	PHIL WHITE FORD	8622851	4748888	2.00E+06
15-Jun-01	16-Oct-01	BAY HARBOR FORD	086020A	4765444	2.00E+06
8-Aug-01	16-Oct-01	VISTA FORD	9582451	8847600	2.00E+06
28-Jun-01	4-Oct-01	MATHIEU FORD SALES	049436A	2970490	2.00E+06
27-Jun-01	16-Jul-01	ISLAND FORD-LINCOLN	7232001	8373673	2.00E+06
26-Jul-01	13-Aug-01	WICKSTROM FORD, IN	052258A	3818850	2.00E+06

24-Aug-01	17-Oct-01	RUSTY ECK FORD, INC 870218A	8558211	2.00E+08
23-Jul-01	9-Aug-01	PARK CITIES FORD	13860703 3588800	2.00E+08
26-Jul-01	5-Sep-01	HILLYER'S MID-CITY FC 104816A	9813151	2.00E+08
21-Aug-01	7-Oct-01	MULLINAX FORD	340300A 8897600	2.00E+08
25-Jul-01	11-Aug-01	BOHN FORD, INC.	2779851 4852848	2.00E+08
23-Jul-01	7-Oct-01	CENTRAL FORD	6383851 9809800	2.00E+08
22-Aug-01	21-Nov-01	DON BOHN FORD	274289A 3477000	2.00E+08
24-Jul-01	15-Oct-01	PRUITT FORD, LLC	11401001 5885228	2.00E+08
20-Aug-01	12-Oct-01	KINGSLAND FORD-MEF	5169101 7295806	2.00E+08
27-Jun-01	7-Oct-01	HALIFAX FORD-MERCU	13371901 4289084	2.00E+08
20-Aug-01	18-Sep-01	LA FRES FORD INC	10112401 4174242	2.00E+08
27-Jun-01	7-Oct-01	HALIFAX FORD-MERCU	12384701 4289084	2.00E+08
25-Jul-01	30-Aug-01	ROCHESTER AUTO CO	55031701 *	2.00E+08
13-Aug-01	20-Sep-01	MIKE RAISOR FORD	1930851 4479444	2.00E+08
28-Jul-01	7-Aug-01	BUSS FORD SALES	048533A 3882000	2.00E+08
31-Jul-01	31-Aug-01	GRINWALD FORD-MER	1414161 2811800	2.00E+08
9-Aug-01	21-Aug-01	ED SCHMID FORD, INC. 258831A	3991000	2.00E+08
7-Aug-01	18-Sep-01	ROUTE 104 FORD-MER	3583701 2071000	2.00E+08
27-Jul-01	6-Oct-01	CRANDALL FORD, INC.	3598201 2983323	2.00E+08
20-Aug-01	4-Oct-01	PHIL FITTS FORD LINCI	1275701 6583521	2.00E+08

30-Jul-01	4-Sep-01	JACK ADKINS FORD, IN	4289502	8246800	2.00E+08
18-Jun-01	4-Jul-01	FRIENDLY FORD LINCC 068007A		6135000	2.00E+08
14-Aug-01	8-Oct-01	MAGUIRE FORD-LINCO	3378301	2728000	2.00E+08
28-Jul-01	8-Aug-01	MEL FARR FORD, INC.	153776A	9673700	2.00E+08
28-Jun-01	27-Jul-01	PAT & DAN DEL BALSO	2011201	2684501	2.00E+08
22-Jun-01	4-Oct-01	WEBSTER FORD, INC.	307601	7871700	2.00E+08
7-Aug-01	31-Aug-01	KRUG RIVERTOWN MO 048488A		6279988	2.00E+08
21-Aug-01	18-Nov-01	LINK FORD - RICE LAKE 028353A		2348196	2.00E+08
29-Jun-01	29-Aug-01	TULSA AUTO GROUP	80691101	4455000	2.00E+08
8-Aug-01	31-Oct-01	ASTORG FLM OF PARK 039852B		4858585	2.00E+08
28-Jun-01	21-Jul-01	BENSON FORD-MERCL	11204901	8565383	2.00E+08
28-Jun-01	8-Jul-01	TOWN SQUARE FORD I	3992901	7359091	2.00E+08
1-Aug-01	17-Aug-01	BUDGET RAC - PHILADI	84846201 *		2.00E+08
18-Jun-01	18-Sep-01	SUNRISE FORD COMP/	19371901	4818000	2.00E+08
8-Aug-01	22-Sep-01	VARSITY FORD	16289801	9982300	2.00E+08
20-Aug-01	27-Aug-01	HAGGIN-WIMBERLEY F 117677A		7822151	2.00E+08
18-Jun-01	3-Jul-01	BUDGET RAC - MIAMI	5898901 *		2.00E+08
24-Aug-01	31-Aug-01	VILLAGE FORD INC	6417352	5663900	2.00E+08
7-Aug-01	30-Oct-01	CAPITAL FORD INC	4398261	7904600	2.00E+08
18-Jun-01	13-Jul-01	FRANKLIN SQUARE FO	2732201	4819400	2.00E+08

17-Aug-01	17-Sep-01	HAROLD ZEIGLER FD-E 058583A	2941683	2.00E+06
21-Aug-01	23-Oct-01	RUSSELL & SMITH FOR	1429553 6634111	2.00E+06
31-Jul-01	16-Aug-01	BUDGET RAC - WEST F	7921991 *	2.00E+06
8-Aug-01	2-Jan-02	MEL TURNER'S CROWI	2677251 7477111	2.00E+06
24-Aug-01	27-Sep-01	CROSSROADS FORD, II	5718761 2372171	2.00E+06
28-Jun-01	17-Aug-01	ALLAN VIGIL FORD	366552 4717801	2.00E+06
27-Jul-01	11-Oct-01	GAMBINO FORD INC	7149951 8258181	2.00E+06
24-Jul-01	2-Aug-01	PAT MILLIKEN FORD, IN 094124A	2553100	2.00E+06
3-Aug-01	16-Aug-01	BUDGET RAC - MIAMI	4783821 *	2.00E+06
26-Jul-01	10-Sep-01	TOWNE FORD INC	199680A 6626500	2.00E+06
2-Aug-01	17-Aug-01	BUDGET RAC - MIAMI	59279201 *	2.00E+06
17-Aug-01	15-Oct-01	OLATHE FORD SALES,	5580951 7820881	2.00E+06
25-Jul-01	20-Aug-01	WEBSTER FORD, INC.	185402 7871700	2.00E+06
27-Jun-01	30-Aug-01	TIDELANDS FORD LINC 102343A	2373873	2.00E+06
6-Aug-01	22-Aug-01	MIDWAY FORD	261032A 2683000	2.00E+06
17-Aug-01	27-Sep-01	CROSSROADS FORD, II	26886801 4871881	2.00E+06
24-Jul-01	25-Sep-01	BILL MARSH FORD INC	332428A 9883806	2.00E+06
17-Aug-01	14-Sep-01	CROSSTOWN FORD SA 201894A	8517600	2.00E+06
15-Aug-01	24-Oct-01	TEAM FORD	104951 6210200	2.00E+06
22-Aug-01	24-Sep-01	JEROME-DUNCAN, INC	12155401 2887500	2.00E+06

26-Jul-01	27-Sep-01	PRESTON FORD, INC.	087580A	9818140	2.00E+06
31-Jul-01	15-Aug-01	BUDGET RAC - BROWA	2189331 *		2.00E+06
3-Aug-01	18-Aug-01	BUDGET RAC - MIAMI	5925391 *		2.00E+06
2-Aug-01	17-Aug-01	BUDGET RAC - BROWA	8856281 *		2.00E+06
17-Aug-01	10-Oct-01	CLUTE MOTOR COMPA	4539301	7341681	2.00E+06
22-Jun-01	28-Sep-01	REYNOLDS FORD, INC.	098442A	3212411	2.00E+06
24-Jul-01	9-Aug-01	AVIS FORD INC	183935A	3557500	2.00E+06
30-Jul-01	15-Aug-01	BUDGET RAC - TAMPA	3923181 *		2.00E+06
9-Aug-01	25-Aug-01	BARTOW FORD COMP/	28085301	5330425	2.00E+06
17-Aug-01	28-Aug-01	GILLESPIE FORD	1050151	5091000	2.00E+06
20-Aug-01	2-Oct-01	SAMES MOTOR COMP/	841839A	7214700	2.00E+06
21-Aug-01	11-Oct-01	PACIFIC FORD	2689751	8278130	2.00E+06
21-Aug-01	1-Oct-01	MAROONE FORD	509946A	9727200	2.00E+06
14-Jun-01	2-Aug-01	BETHLEHEM-SUB MTR	4451751	8678841	2.00E+06
31-Jul-01	15-Sep-01	UNIVERSITY FORD LIN	11948302	7488783	2.00E+06
20-Aug-01	24-Sep-01	BEACH FORD	26235501	9491311	2.00E+06
2-Aug-01	24-Sep-01	COURTESY FORD INC	4977151	3384783	2.00E+06
18-Jun-01	3-Jul-01	TALLAHASSEE FORD	3698901	8771171	2.00E+06
29-Jun-01	22-Sep-01	JOHNSON BROTHERS I	12293801	7795258	2.00E+06
31-Jul-01	15-Aug-01	BUDGET RAC - MIAMI	59220501 *		2.00E+06

10-Aug-01	11-Oct-01	DIMENSION FORD WES	51421001	4363673	2.00E+06
21-Aug-01	11-Sep-01	CLOMINGER FORD INC	17465101	8338321	2.00E+06
23-Aug-01	17-Sep-01	AUTOWAY FORD	8525851	7473711	2.00E+06
14-Aug-01	18-Sep-01	BEV SMITH FORD INC	32177801	8452900	2.00E+06
1-Aug-01	17-Aug-01	BUDGET RAC - MIAMI	5915391 *		2.00E+06
25-Jun-01	31-Jul-01	HERTZ RAC - FT LAUDE	45894101 *		2.00E+06
20-Jun-01	27-Aug-01	MIDWAY FORD	240257A	2863000	2.00E+06
28-Jun-01	9-Jul-01	HALDEMAN FORD	5924501	4480840	2.00E+06
22-Aug-01	30-Aug-01	PAT MILLIKEN FORD, IN	114218A	2563100	2.00E+06
14-Jun-01	3-Jul-01	REYNOLDS FORD, INC.	003844A	3212411	2.00E+06
26-Jul-01	28-Aug-01	TIPTON FORD, INC.	120711B	6847337	2.00E+06
17-Aug-01	3-Sep-01	MAXWELL FORD	617094A	4435000	2.00E+06
6-Aug-01	24-Sep-01	MOSES FORD INC	072646A	7224900	2.00E+06
17-Aug-01	21-Sep-01	CAPE FEAR MOTOR SA	5519751	7694060	2.00E+06
26-Jun-01	18-Jul-01	ANTELOPE VALLEY FOI	493352	9493586	2.00E+06
23-Aug-01	10-Oct-01	GAUDIN FORD	515051	7312121	2.00E+06
19-Jun-01	20-Aug-01	KALKASKA FORD SALE	6799501	2589192	2.00E+06
23-Aug-01	18-Sep-01	WORLD FORD/KENDAL	1031651	2389211	2.00E+06
21-Aug-01	1-Oct-01	FORD OF CORAL GABL	324172A	6816111	2.00E+06
8-Aug-01	8-Sep-01	BILLINGSLEY FORD OF	115002A	2482300	2.00E+06



28-Jun-01	21-Sep-01	SUNRISE FORD COMP/	19439901	4818000	2.00E+08
25-Jul-01	14-Aug-01	ALL AMERICAN FORD, I111981A		4876700	2.00E+08
20-Aug-01	18-Sep-01	GENE MESSER FORD	19870201	7932727	2.00E+08
3-Aug-01	18-Aug-01	BUDGET RAC - MIAMI	59279901 *		2.00E+08
23-Aug-01	11-Oct-01	EMERLING FORD MERC	9185851	5924949	2.00E+08
21-Jun-01	28-Sep-01	RIVERSIDE FORD INC	486561	7425771	2.00E+08
15-Jun-01	30-Jun-01	ROGERS FORD SALES,	18352101	8948801	2.00E+08
31-Jul-01	19-Aug-01	PLANTATION FORD	8887251	5842400	2.00E+08
30-Jul-01	18-Aug-01	BERLIN CITY FORD LIN 188344A		7528844	2.00E+08
20-Aug-01	17-Oct-01	GURLEY MOTOR COMF	13084801	7228821	2.00E+08
23-Jul-01	12-Nov-01	L. B. SMITH FORD, INC.	9978851	7816700	2.00E+08
25-Jul-01	25-Oct-01	ELITE FORD, INC.	2772504	7591200	2.00E+08
17-Aug-01	20-Oct-01	WAYNE AKERS FORD, I218222A		5824444	2.00E+08
27-Jul-01	11-Aug-01	EAST FORD, INC.	299825A	9223311	2.00E+08
24-Aug-01	24-Oct-01	SUN STATE FORD, INC.	5984651	2995900	2.00E+08
25-Jun-01	12-Jul-01	CHARLIE THOMAS FOR 119113A		3714000	2.00E+08
21-Jun-01	6-Jul-01	JERRYYS FORD SALES I	28354501	2585000	2.00E+08
23-Jul-01	23-Aug-01	PHILBOR MOTORS, INC 137705B		4817200	2.00E+08
14-Jun-01	8-Jul-01	UTAH AUTO COLLECTM	49442701 *		2.00E+08
28-Jun-01	18-Jul-01	WEST-HERR FORD, INC 119747A		6495640	2.00E+08

6-Aug-01	31-Aug-01	COVINGTON MOTOR C	41237901	9823941	2.00E+08
27-Jul-01	17-Sep-01	PREMIER FORD, INC.	6372801	6853000	2.00E+08
14-Jun-01	21-Jul-01	FRANK JACKSON'S WC	4484351	6770700	2.00E+08
25-Jul-01	23-Oct-01	PHIL LONG FORD, LLC	68359301	6338881	2.00E+08
29-Jun-01	14-Aug-01	PLANET FORD	16851804	7193700	2.00E+08
23-Aug-01	9-Sep-01	EVERGREEN FORD	20523101	3928900	2.00E+08
25-Jul-01	17-Aug-01	GULLO FORD-MERCUR 387138A	7565500		2.00E+08
24-Jul-01	13-Oct-01	JACK GARRETT FORD,	1602401	9272490	2.00E+08
15-Aug-01	5-Sep-01	RUSSELL & SMITH FOR	1558151	6634111	2.00E+08
24-Jul-01	28-Aug-01	PRESTIGE LINCOLN-ME 070227A	3724251		2.00E+08
7-Aug-01	3-Sep-01	DON REID FORD, INC.	2071251	6447111	2.00E+08
23-Jul-01	15-Sep-01	MIKE SHAD FORD	5509466	7773673	2.00E+08
27-Jun-01	17-Aug-01	CHAPMAN FORD SALE:	6530901	2994331	2.00E+08
21-Aug-01	11-Oct-01	BEVERLY HILLS FORD	15487201	2763673	2.00E+08
30-Jul-01	14-Aug-01	J & S FORD INC	179428B	4327272	2.00E+08
19-Jun-01	23-Aug-01	SAM PACK'S FIVE STAF 314688A	2426415		2.00E+08
10-Aug-01	11-Oct-01	DIMENSION FORD WES	51287301	4363673	2.00E+08
20-Aug-01	10-Sep-01	SOUTHGATE FORD	7253061	2823636	2.00E+08
14-Aug-01	1-Oct-01	VILLAGE FORD INC	5385951	5853900	2.00E+08
29-Jun-01	18-Jul-01	MICHAEL STEAD'S HILL	1708701	2224444	2.00E+08

8-Aug-01	29-Aug-01	PRESTIGE FORD	24487503	8643673	2.00E+06
24-Aug-01	4-Sep-01	MCDONALD FORD SALI407288A		3491400	2.00E+06
26-Jul-01	10-Aug-01	SARASOTA FORD	2416152	3863673	2.00E+06
26-Jun-01	5-Jul-01	CAREY PAUL FORD	50851	9879000	2.00E+06
26-Jun-01	30-Jul-01	MURRAY MOTOR COMI	56772	5462222	2.00E+06
6-Aug-01	10-Aug-01	GRAND TRAVERSE AU	14285701	9222000	2.00E+06
16-Jun-01	25-Aug-01	FIVE STAR FORD	142280A	4968638	2.00E+06
17-Aug-01	4-Sep-01	RODMAN FORD SALES 279745A		5433333	2.00E+06
27-Jun-01	22-Aug-01	MAXWELL FORD	619390A	4435000	2.00E+06
6-Aug-01	16-Aug-01	SPRING HILL FORD INC	672962	5513300	2.00E+06
15-Jun-01	14-Jul-01	LEIF JOHNSON FORD	63279801	4543711	2.00E+06
13-Aug-01	27-Oct-01	CHAMPION FORD, INC. 230142A		5302277	2.00E+06
20-Aug-01	11-Oct-01	ED BUTTS FORD	7872251	9183673	2.00E+06
24-Aug-01	4-Sep-01	MCDONALD FORD SALI406730A		3491400	2.00E+06
23-Jul-01	27-Sep-01	EIDE FORD-MERCURY- 351662A		2223500	2.00E+06
23-Aug-01	11-Nov-01	MAROONE FORD	449182B	5578500	2.00E+06
14-Jun-01	10-Jul-01	MALOUF FORD, INC.	202978A	9510300	2.00E+06
22-Aug-01	3-Nov-01	LEESVILLE FORD LINC	10289802	2393434	2.00E+06
17-Aug-01	30-Aug-01	BERGE FORD	17621401	4971111	2.00E+06
31-Jul-01	8-Nov-01	MAXWELL FORD	607148A	4435000	2.00E+06

10-Aug-01	17-Sep-01	HOLLINGSWORTH RICI	16353701	9275555	2.00E+06
15-Aug-01	1-Oct-01	ENERGY COUNTRY FO	15424801	9626383	2.00E+06
21-Aug-01	2-Oct-01	CHINO HILLS FORD SAI257998A	3939331		2.00E+06
15-Aug-01	26-Sep-01	PUENTE HILLS FORD	5887961	9643673	2.00E+06
2-Aug-01	17-Aug-01	GUS MACHADO FORD, 232014A		8223211	2.00E+06
21-Jun-01	11-Aug-01	TOWN FORD, INC.	137988A	2984880	2.00E+06
28-Jun-01	27-Oct-01	GURLEY MOTOR COMF	13290601	7228821	2.00E+06
23-Jul-01	14-Aug-01	MOORE FORD LINCOLN 060385A		2354931	2.00E+06
23-Jul-01	14-Aug-01	COMMONWEALTH FOR 058811A		8233252	2.00E+06
10-Aug-01	24-Oct-01	GENE EVANS TEAM FO	3648951	9649801	2.00E+06
14-Aug-01	18-Oct-01	HALIFAX FORD-MERCU	13986701	4288094	2.00E+06
17-Aug-01	29-Aug-01	GILLESPIE FORD	1479451	5081000	2.00E+06
23-Jul-01	7-Aug-01	WALT SWEENEY-WEST 175894A		9224500	2.00E+06
17-Aug-01	3-Sep-01	MAXWELL FORD	817282A	4436000	2.00E+06
6-Aug-01	11-Oct-01	JACK ADKINS FORD, IN	4460201	8246800	2.00E+06
30-Jul-01	14-Aug-01	BUDGET RAC - WEST F	8394731 *		2.00E+06
8-Aug-01	4-Oct-01	MAGARINO FORD-MER	4228204	7028000	2.00E+06
21-Aug-01	13-Sep-01	J.C. LEWIS MOTOR CO.	29498701	9250234	2.00E+06
8-Aug-01	29-Aug-01	PRESTIGE FORD	24497501	8643673	2.00E+06
23-Jul-01	12-Nov-01	L. B. SMITH FORD, INC.	1821761	7816700	2.00E+06

28-Jun-01	19-Jul-01	CHARLIE THOMAS FOR 129866A	3714000	2.00E+06
22-Jun-01	3-Aug-01	CHINO HILLS FORD SAI259337A	3998331	2.00E+06
21-Aug-01	8-Oct-01	STAR FORD	57211401 8680977	2.00E+06
27-Jun-01	4-Aug-01	OLATHE FORD SALES,	9388551 7820881	2.00E+06
26-Jul-01	24-Oct-01	ARROW FORD, INC.	11808401 8929500	2.00E+06
23-Aug-01	17-Sep-01	AUTOWAY FORD	8145551 7473711	2.00E+06
28-Jun-01	28-Jul-01	JIM CLICK FORD, INC.	44648501 7472000	2.00E+06
25-Jun-01	25-Jul-01	BILL CURRIE FORD INC	52140101 8725555	2.00E+06
20-Aug-01	5-Oct-01	DON REID FORD, INC.	1048851 6447111	2.00E+06
26-Jul-01	3-Sep-01	MAROONE FORD	532353A 9727200	2.00E+06
21-Jun-01	6-Jul-01	JERRY'S FORD SALES I	25917901 2585000	2.00E+06
24-Jul-01	5-Oct-01	ARRANTS FORD SALES	899703 6273730	2.00E+06
23-Jul-01	5-Sep-01	SAM GALLOWAY FORD	58088001 8963673	2.00E+06
17-Aug-01	13-Sep-01	SAMES MOTOR COMP/848344B	7214700	2.00E+06
6-Aug-01	29-Sep-01	NORTH COUNTY FORD 243007A	9459900	2.00E+06
6-Aug-01	5-Oct-01	BILL SMITH FORD INC	4874551 6928765	2.00E+06
21-Jun-01	3-Aug-01	BILL CURRIE FORD INC	45842701 8725555	2.00E+06
2-Aug-01	27-Aug-01	PLANTATION FORD	1888751 5842400	2.00E+06
27-Jun-01	9-Aug-01	BROWN-DAUB FORD-LI	3842851 7599300	2.00E+06
15-Jun-01	9-Jul-01	MUNDAY FORD	8088801 3033000	2.00E+06

27-Jun-01	24-Jul-01 RANDALL REED FORD I	23737101	4489171	2.00E+08
23-Jul-01	4-Aug-01 WILLEY, INC.	10064302	2331913	2.00E+08
24-Jul-01	9-Aug-01 AVIS FORD INC	178415B	3567500	2.00E+08
24-Jul-01	26-Sep-01 GARY YEOMANS FORD	33323201	2536771	2.00E+08
20-Aug-01	31-Aug-01 STAR FORD AT OXMOO 271234A	4282500		2.00E+08
27-Jun-01	11-Aug-01 MAROONE FORD	450940B	5576500	2.00E+08
17-Aug-01	31-Aug-01 SEWELL FORD, INC.	1682901	3320421	2.00E+08
13-Nov-01	30-Nov-01 COTTAM-WALKER FOR	1581801	7582286	2.00E+08
8-Nov-01	28-Nov-01 HENRY DAY FORD, INC	71334001	8737030	2.00E+08
7-Dec-01	5-Apr-02 AUBURN MOTOR SALE:436410A	7842321		2.00E+08
4-Dec-01	9-Feb-02 ENERGY COUNTRY FO	15480301	9628383	2.00E+08
7-Sep-01	14-Sep-01 MIKE DORIAN FORD IN	4261351	7924100	2.00E+08
14-Nov-01	28-Nov-01 MIDWAY FORD	272377A	2883000	2.00E+08
21-Nov-01	2-Mar-02 A C COLLINS FORD, INC	1745051	6043873	2.00E+08
10-Sep-01	25-Oct-01 BROCKPORT FORD	077380A	8378134	2.00E+08
28-Nov-01	28-Nov-01 WOLTZ & WIND FORD I	8867152	2794551	2.00E+08
14-Sep-01	28-Dec-01 BOB TOMES FORD, INC	14834401	8991010	2.00E+08
21-Nov-01	12-Dec-01 BUDGET CAR & TRK RP	94378401 *		2.00E+08
29-Nov-01	7-Dec-01 JACK DEMMER LINCOL	158184A	2748800	2.00E+08
11-Dec-01	18-Apr-02 PLANTATION FORD	1609751	5842400	2.00E+08

14-Sep-01	12-Oct-01	GILBOY FORD/MERCUF	6098451	4344211	2.00E+06
5-Nov-01	19-Dec-01	DON TESTER FORD LIN 080490A	8888233		2.00E+06
10-Sep-01	27-Sep-01	PENINSULA FORD OF S	44618801	7381800	2.00E+06
12-Nov-01	27-Nov-01	TOWSON FORD SALES	39720201	8233131	2.00E+06
25-Oct-01	17-Nov-01	ERNIE HAIRE FORD, IN	8993861	9336571	2.00E+06
15-Oct-01	25-Oct-01	ED SCHMID FORD, INC. 264825A	3991000		2.00E+06
14-Nov-01	30-Nov-01	INVER GROVE FORD	30637801	4512201	2.00E+06
1-Nov-01	24-Nov-01	CAPITOL FORD SALES	4240554	2463800	2.00E+06
8-Nov-01	23-Nov-01	FORD OF POMPANO	9623401	7818800	2.00E+06
12-Dec-01	31-Jan-02	BRIGHTON FORD-MER: 160741A	2271171		2.00E+06
29-Oct-01	17-Nov-01	WEST-HERR FORD OF 105138B	6885484		2.00E+06
9-Nov-01	10-Dec-01	GALPIN FORD	8432853	7873800	2.00E+06
3-Dec-01	15-Mar-02	GURLEY MOTOR COMF	13814101	7226821	2.00E+06
3-Dec-01	28-Mar-02	THUNDER BASIN FORD 048207A	8824736		2.00E+06
8-Oct-01	21-Dec-01	FORD OF CORAL GABL 328607A	6816111		2.00E+06
3-Dec-01	28-Dec-01	MAROONE FORD	551984A	9727200	2.00E+06
7-Sep-01	30-Oct-01	BEACH FORD	25738801	9491311	2.00E+06
15-Nov-01	3-Dec-01	GREENWAY FORD, INC	2130251	2753200	2.00E+06
6-Nov-01	6-Apr-02	JIM DOBSON FORD-ME 023310R1	9463117		2.00E+06
27-Nov-01	18-Jan-02	MAC HAK FORD LINCO 155012A	9303873		2.00E+06

25-Sep-01	22-Oct-01	HOLT MOTORS, INC.	8605051	2882176	2.00E+08
12-Nov-01	25-Apr-02	HUTCHINSON AUTO CE	2592851	5874748	2.00E+08
30-Nov-01	4-Mar-02	GRAND PRAIRIE FORD,	8458704	3628000	2.00E+08
9-Nov-01	20-Nov-01	JOHN KENNEDY FORD	14088901	4957172	2.00E+08
29-Nov-01	8-Dec-01	KLABEN FORD INC	38487003	8733139	2.00E+08
6-Dec-01	13-May-02	MULLINAX EAST, INC.	048843A	5858000	2.00E+08
6-Dec-01	27-Dec-01	BOGGUS FORD	5347551	4232580	2.00E+08
18-Oct-01	6-Nov-01	HERTZ RAC - NEWPOR	81106301 *		2.00E+08
29-Nov-01	27-Dec-01	METRO FORD INC	8220401	7519711	2.00E+08
31-Oct-01	14-Nov-01	WEBB FORD INC	6689451	7211994	2.00E+08
9-Nov-01	24-Nov-01	MAROONE FORD OF DI	072108A	2760303	2.00E+08
13-Nov-01	15-Dec-01	RACEWAY FORD	482951A	7841000	2.00E+08
19-Oct-01	6-Nov-01	BOGGUS FORD	5466851	4232580	2.00E+08
26-Nov-01	11-Dec-01	BUDGET RAC - HOUST	64733601 *		2.00E+08
10-Sep-01	24-Sep-01	LANGFORD FORD INC	7813801	6751886	2.00E+08
3-Dec-01	24-Mar-02	MIDWAY FORD	270597A	2883000	2.00E+08
15-Nov-01	7-Dec-01	CROSSTOWN FORD S/	210432A	8517900	2.00E+08
3-Dec-01	27-Dec-01	LLOVIO FORD	1411753	9277888	2.00E+08
12-Dec-01	24-Jan-02	BRONK VREELAND OJ/	8355801	8481431	2.00E+08
13-Nov-01	1-Dec-01	MEL CLAYTON FORD	5345152	2641611	2.00E+08



19-Oct-01	20-Nov-01	MATHEWS FORD LINC- 137632C	8264721	2.00E+08
9-Oct-01	28-Oct-01	BEV SMITH FORD INC	32683001 8452900	2.00E+08
8-Nov-01	16-Mar-02	WINNER FORD OF NEV	9846751 7380800	2.00E+08
30-Nov-01	15-Dec-01	JACK ROSS MOTORS, I	16386801 9844500	2.00E+08
22-Oct-01	26-Oct-01	VAN DRUNEN FORD CC	9654301 7981688	2.00E+08
31-Oct-01	20-Feb-02	GURLEY MOTOR COMF	13722403 7226821	2.00E+08
4-Oct-01	4-Jan-02	BILL PIERRE FORD, INC	8867201 3642200	2.00E+08
1-Nov-01	7-Dec-01	FRITTS FORD	1500251 6872121	2.00E+08
25-Sep-01	15-Oct-01	BILL CURRIE FORD INC	48093101 *	2.00E+08
16-Oct-01	28-Oct-01	MALOUF FORD, INC.	209848A 9510300	2.00E+08
12-Dec-01	6-Mar-02	TOWN & COUNTRY FOI243532A	4813673	2.00E+08
5-Dec-01	20-Dec-01	GAINESVILLE FORD	8776901 3765371	2.00E+08
7-Sep-01	20-Sep-01	DEAN SELLERS INC	2824452 6437600	2.00E+08
12-Sep-01	4-Oct-01	ROY O'BRIEN, INC.	32182301 7787800	2.00E+08
10-Dec-01	22-Jan-02	HUNTINGTON FORD, IN	20478402 8620400	2.00E+08
4-Dec-01	9-Feb-02	ENERGY COUNTRY FO	15418701 9828383	2.00E+08
18-Oct-01	5-Nov-01	MIKE DORIAN FORD INI	3817951 7924100	2.00E+08
3-Oct-01	20-Nov-01	UNIVERSAL FORD BAL*	4081001 8562000	2.00E+08
10-Sep-01	23-Oct-01	COVINGTON MOTOR C	41238401 9623941	2.00E+08
14-Sep-01	28-Dec-01	BOB TOMES FORD, INC	14852301 8891010	2.00E+08

1-Dec-01	10-Dec-01	DON GASGARTH'S CHA	32489201	8298141	2.00E+08
19-Oct-01	22-Oct-01	BRIARWOOD FORD, IN	190400B	4295478	2.00E+08
8-Nov-01	23-Nov-01	BEACH FORD	25149201	9491311	2.00E+08
27-Sep-01	31-Oct-01	BAYTOWN FORD	15584403	8393300	2.00E+08
12-Oct-01	27-Oct-01	BUDGET RAC - MIAMI	5887271 *		2.00E+08
19-Oct-01	2-Nov-01	RIVERFRONT FORD ME	041735A	3852888	2.00E+08
25-Sep-01	12-Oct-01	BETHLEHEM-SUB MTR	4250251	8678841	2.00E+08
28-Sep-01	28-Nov-01	RON-CARTER FORD, IN	039111A	3318111	2.00E+08
8-Oct-01	25-Oct-01	MALOUF FORD, INC.	210835A	9510300	2.00E+08
2-Nov-01	20-Nov-01	HERITAGE FORD	15749001	9077800	2.00E+08
5-Sep-01	2-Oct-01	JOHN ELWAY FORD BC	347580A	9388800	2.00E+08
6-Dec-01	13-May-02	MULLINAX EAST, INC.	039097A	5858000	2.00E+08
28-Nov-01	29-Mar-02	DAVE MOORE FORD-MI	8982401	3588877	2.00E+08
2-Nov-01	12-Nov-01	METRO FORD, INC.	089826A	2549800	2.00E+08
12-Oct-01	18-Dec-01	MIKE DAVIDSON FORD	230451A	7253060	2.00E+08
2-Oct-01	11-Nov-01	ANTELOPE VALLEY FOI	601051	9493588	2.00E+08
2-Oct-01	28-Dec-01	ADVANTAGE FORD OF	428039A	2870955	2.00E+08
27-Nov-01		GLADES FORD-LINCOL	2542102	9924000	2.00E+08
10-Oct-01	27-Dec-01	GARY SMITH FORD INC	688851	2444111	2.00E+08
3-Dec-01	2-Jan-02	LLOVIO FORD	1367251	9277888	2.00E+08

12-Nov-01	27-Nov-01	RICK STARR LINCOLN-	15271001	4614043	2.00E+06
12-Oct-01	25-Oct-01	MAROONE FORD OF DI071532A		2780303	2.00E+06
28-Sep-01	22-Oct-01	LOMAN FORD, INC.	6371451	6363200	2.00E+06
28-Nov-01	23-Feb-02	GURLEY MOTOR COMF	13444201	7226621	2.00E+06
14-Nov-01	11-Feb-02	SAWGRASS FORD	37550601	8519000	2.00E+06
5-Dec-01	20-Dec-01	GAINESVILLE FORD	8758401	3765371	2.00E+06
24-Oct-01	17-Dec-01	GREENWAY FORD, INC	2962051	2753200	2.00E+06
5-Dec-01	26-Dec-01	JOHN MEEGAN FORD, I064659C		5473552	2.00E+06
5-Sep-01	3-Oct-01	ARMSTRONG FORD OF	1243601	2476112	2.00E+06
21-Nov-01	2-Feb-02	MAROONE FORD	544135A	9727200	2.00E+06
12-Oct-01	25-Oct-01	MAROONE FORD OF DI072742A		2780303	2.00E+06
3-Oct-01	23-Dec-01	MAROONE FORD OF DI067068A		2780303	2.00E+06
27-Sep-01	20-Nov-01	MIDWAY FORD	255540A	2663000	2.00E+06
15-Oct-01	30-Oct-01	POLLARD FRIENDLY FC	5138751	7973441	2.00E+06
3-Dec-01	30-Mar-02	APPLE FORD		2786351	2447677
14-Sep-01	3-Oct-01	TALLAHASSEE FORD	5858401	8771171	2.00E+06
18-Oct-01	6-Dec-01	ED KENLEY FORD INC	6794021	7764201	2.00E+06
9-Nov-01	12-Dec-01	DON DAVIS LINCOLN-M713012A		2650101	2.00E+06
7-Nov-01	25-Feb-02	BILL CURRIE FORD INC	50958102	8725555	2.00E+06
7-Nov-01	25-Feb-02	BILL CURRIE FORD INC	50932801	8725555	2.00E+06

11-Oct-01	28-Oct-01	HERTZ RAC - MIAMI	58014801 *	2.00E+06
11-Sep-01	28-Oct-01	BOZARD FORD CO	8328401 8241641	2.00E+06
28-Nov-01	16-Apr-02	BURT PAQUIN FORD, IP	1528001 5247343	2.00E+06
6-Sep-01	4-Oct-01	MEL CLAYTON FORD	2828051 2841611	2.00E+06
3-Dec-01	28-Dec-01	MARONE FORD	551509A 9727200	2.00E+06
4-Sep-01	8-Oct-01	GALPIN FORD	6471321 7873800	2.00E+06
14-Nov-01	26-Jan-02	PUENTE HILLS FORD	4917881 9843873	2.00E+06
6-Sep-01	1-Oct-01	CENTURY FORD, INC.	083552A 4245000	2.00E+06
12-Sep-01	26-Dec-01	GALPIN FORD	6468791 7873800	2.00E+06
5-Oct-01	5-Nov-01	SCHULTZ FORD, INC.	18054801 6243800	2.00E+06
4-Dec-01	31-Mar-02	PLANTATION FORD	1553051 5842400	2.00E+06
11-Sep-01	22-Oct-01	DARLING'S BANGOR FC	20196401 9411330	2.00E+06
10-Oct-01	25-Jan-02	MCCAFFERTY FORD SJ	5440151 9458000	2.00E+06
13-Nov-01	28-Nov-01	SUNRISE FORD COMP/	20358901 4818000	2.00E+06
9-Oct-01	1-Jan-02	ED KENLEY FORD INC	6806591 7784201	2.00E+06
8-Oct-01	9-Nov-01	GAMES MOTOR COMP/	643575B 7214700	2.00E+06
2-Oct-01	20-Oct-01	JACK GARRETT FORD,	1803201 9272490	2.00E+06
15-Oct-01	23-Nov-01	PALMETTO FORD, INC.	1048651 *	2.00E+06
15-Oct-01	9-Nov-01	WINDWARD FORD	9927161 2867000	2.00E+06
6-Nov-01	18-Dec-01	WILSON MOTORS	048883A 5738351	2.00E+06

5-Dec-01	12-Dec-01	KOONS FORD OF BALT	4030161	2983800	2.00E+08
29-Nov-01	28-Jan-02	MIDWAY FORD	287770A	2883000	2.00E+08
28-Sep-01	13-Oct-01	PRESTIGE FORD	22500401	8843673	2.00E+08
11-Oct-01	26-Oct-01	HERTZ RAC - FT MYER	60883201 *		2.00E+08
22-Oct-01	1-Nov-01	JOHN M. LANCE FORD, 068148A		8718800	2.00E+08
12-Dec-01	16-Feb-02	LILLISTON FORD, INC.	116751A	6812020	2.00E+08
16-Oct-01	2-Nov-01	MIDWAY FORD	258333A	2883000	2.00E+08
19-Nov-01	12-Dec-01	DUNCAN FORD-LINCOL	4821601	2945128	2.00E+08
27-Nov-01	8-Dec-01	KISTLER FORD, INC.	16573501	5319911	2.00E+08
15-Nov-01	1-Dec-01	TAMIAMI FORD, INC.	8320901	6433673	2.00E+08
16-Oct-01	2-Nov-01	MIDWAY FORD	284025A	2883000	2.00E+08
10-Sep-01	5-Mar-02	SAWGRASS FORD	38244101	8519000	2.00E+08
9-Oct-01	29-Oct-01	JEROME-DUNCAN, INC	14185802	2887500	2.00E+08
12-Sep-01	29-Sep-01	DUNCAN FORD-LINCOL	4797901	2945128	2.00E+08
31-Oct-01	11-Aug-02	BONANZA FORD	2071001	7478811	2.00E+08
29-Nov-01	11-Dec-01	SOUTHGATE FORD	6028351	2823638	2.00E+08
22-Oct-01	23-Dec-01	BEACH FORD	26191401	9491311	2.00E+08
14-Nov-01	30-Nov-01	MOON TOWNSHIP FOR	101710A	2842380	2.00E+08
31-Oct-01	11-Aug-02	FORD OF KIRKLAND, IA	31321401	8218811	2.00E+08
14-Sep-01	6-Oct-01	BROWN-DAUB FORD-LI	5340751	7599300	2.00E+08

12-Sep-01	29-Sep-01	ADVANTAGE FORD OF 428533B	2870856	2.00E+08
6-Sep-01	2-Oct-01	ERNIE HAIRE FORD, IN	8264751 9338571	2.00E+08
7-Nov-01	21-Nov-01	MAGUIRE FORD-LINCO	3388201 2728000	2.00E+08
8-Sep-01	27-Sep-01	SAWGRASS FORD	34997501 8519000	2.00E+08

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1M5Z	9H307	AA	D21	42	15-Jul-02	-1	510796
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YS4Z	9H307	EA	D21	42	31-Aug-01	0	350260
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1M6Z	9H307	AA	D21	42	26-Jun-02	0	3472829
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1M5Z	9H307	AA	D02	42	9-Nov-01	0	3809790
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1M5Z	9H307	AA	D02	48	22-Apr-02	1	3849984
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1M5Z	9H307	AA	D02	42	29-Dec-01	1	3394795
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1M5Z	9H307	AA	D21	42	26-Jun-02	1	3648448
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1M5Z	9H307	AA	D21	63	12-Mar-02	1	3718592
1M5Z	9H307	AA	D42	42	14-Jun-02	1	1185598
1M5Z	9H307	AA	D02	42	10-Apr-02	1	3480994
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1M5Z	9H307	AA	D02	42	10-Jun-02	2	485895
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1M5Z	9H307	AA	D02	42	10-Dec-01	7	1682121
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1M5Z	9H307	AA	D02	42	27-Feb-02	4	780115
1M5Z	9H307	AA	D42	42	9-Jul-02	6	2068207
1M5Z	9H307	AA	D21	42	1-Jun-02	4	1022760
YS4Z	9H307	EA	D21	42	21-Sep-01	6	1343783
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1M5Z	9H307	AA	D02	28	12-Sep-01	3	894409
1M5Z	9H307	AA	D02	46	27-Apr-02	2	1338741
1M5Z	9H307	AA	D02	28	13-Sep-01	4	640997
1M5Z	9H307	AA	D38	42	1-Jun-02	4	7159969
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1M5Z	9H307	AA	D02	42	9-Jan-02	4	2225944
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1M5Z	9H307	AA	D02	42	1-Oct-01	3	1888823
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1M5Z	9H307	AA	D02	42	12-Jan-02	4	2098423
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1M5Z	9H307	AA	D02	42	28-Oct-01	6	1138980
1M5Z	9H307	AA	D36	42	5-Nov-01	4	1357580
1M5Z	9H307	AA	D02	42	15-Jan-02	2	323970
1M5Z	9H307	AA	D02	42	24-Jun-02	5	1914697
1M5Z	9H307	AA	D02	42	9-Jul-02	8	8166265
1M5Z	9H307	AA	D02	42	13-Mar-02	6	997945
1M5Z	9H307	AA	D02	42	17-Apr-02	5	2117931
1M5Z	9H307	AA	D21	42	9-Nov-01	5	5717539
1M5Z	9H307	AA	D02	X1	3-Jun-02	3	687168
1M5Z	9H307	AA	D21	42	7-Aug-02	3	5397167
1M5Z	9H307	AA	D02	42	20-Aug-02	4	778061
1M5Z	9H307	AA	D02	42	22-Apr-02	2	4331295
YS4Z	9H307	EA	D21	42	19-Jul-01	4	6561388
YS4Z	9H307	EA	D02	42	10-Sep-01	1	3887993
1M5Z	9H307	AA	D02	42	6-Oct-01	3	1744983

1M5Z	9H307	AA	D21	42	9-May-02	6	1224344
1M5Z	9H307	AA	D02	42	15-Apr-02	4	6428077
1M5Z	9H307	AA	D02	42	17-Jul-02	4	6200020
1M5Z	9H307	AA	D21	28	15-Mar-02	2	3983887
1M5Z	9H307	AA	D02	42	2-Nov-01	4	6042977
1M5Z	9H307	AA	D36	42	27-Nov-01	3	5098598
1M5Z	9H307	AA	D02	42	14-Sep-01	4	6289840
1M5Z	9H307	AA	D21	42	16-Mar-02	5	2193824
1M5Z	9H307	AA	D21	42	22-Aug-02	2	4228197
1M5Z	9H307	AA	D21	63	14-Mar-02	7	8198785
1M5Z	9H307	AA	D42	42	13-May-02	8	7304887
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1M5Z	9H307	AA	D38	42	20-Feb-02	3	1238169
1M5Z	9H307	AA	D02	42	17-Apr-02	5	6968767
1M5Z	9H307	AA	D02	42	7-May-02	6	7400238
1M5Z	9H307	AA	D21	63	26-Jun-02	4	817310
YS4Z	9H307	EA	D02	28	28-Aug-01	1	3828334
1M5Z	9H307	AA	D02	28	21-Aug-02	3	1304310
1M5Z	9H307	AA	D02	28	3-Apr-02	5	6759683
1M5Z	9H307	AA	D21	42	25-Mar-02	7	1449415

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1M5Z	9H307	AA	D36	63	17-Jul-02	3	6790344
1M5Z	9H307	AA	D21	28	19-Nov-01	8	1246263
1M5Z	9H307	AA	D02	28	12-Sep-01	4	5882796
1M5Z	9H307	AA	D21	42	29-Jul-02	8	8307295
YS4Z	9H307	EA	D36	42	26-Jul-01	6	2181115
1M5Z	9H307	AA	D21	42	11-Jul-02	8	1828409
1M5Z	9H307	AA	D02	42	14-Sep-01	6	1453724
YS4Z	9H307	BB	D02	42	11-Mar-02	7	1337472
1M5Z	9H307	AA	D21	42	29-Apr-02	7	1258602
1M5Z	9H307	AA	D21	42	11-Feb-02	7	7453207
1M5Z	9H307	AA	D21	63	4-Jan-02	5	6894582
1M5Z	9H307	AA	D02	42	7-Dec-01	6	8485402
1M5Z	9H307	AA	D21	46	29-Jan-02	4	1498884
1M5Z	9H307	AA	D02	55	10-Aug-02	7	1479168
1M5Z	9H307	AA	D02	42	28-Jan-02	8	8268008
1M5Z	9H307	AA	D02	42	18-Jun-02	7	1411415
1M5Z	9H307	AA	D21	42	8-Aug-02	6	6980685
YS4Z	9H307	EA	D02	55	28-Jul-01	7	1361277
1M5Z	9H307	AA	D36	42	28-Mar-02	6	1400331

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1M6Z	9H307	AA	D21	42	7-Mar-02	7	8159481
1M5Z	9H307	AA	D21	42	3-Jun-02	4	4500851
1M5Z	9H307	AA	D21	63	14-Jan-02	7	7597534
1M6Z	9H307	AA	D21	42	25-Oct-01	6	7448127
1M5Z	9H307	AA	D36	42	23-Jan-02	5	1877351
1M6Z	9H307	AA	D21	63	18-Jan-02	3	5054287
1M5Z	9H307	AA	D02	42	19-Aug-02	8	9011896
1M5Z	9H307	AA	D21	42	7-May-02	7	1755972
1M6Z	9H307	AA	D02	42	8-Jul-02	6	7569377
1M5Z	9H307	AA	D02	46	5-Oct-01	5	1221117
1M5Z	9H307	AA	D02	42	8-Apr-02	6	2163884
1M6Z	9H307	AA	D02	1	5-Jul-02	5	879680
1M5Z	9H307	AA	D02	42	21-Nov-01	4	8452028
1M6Z	9H307	AA	D02	42	20-Dec-01	8	1825408
1M5Z	9H307	AA	D21	42	18-Jan-02	8	1559080
1M5Z	9H307	AA	D02	42	19-Aug-02	5	2109289
1M5Z	9H307	AA	D21	42	11-Apr-02	6	7087512
1M5Z	9H307	AA	D21	42	21-Aug-02	6	1047977

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1M5Z	9H307	AA	D02	42	3-May-02	8	1851473
1M5Z	9H307	AA	D38	42	22-Dec-01	7	1876253
1M5Z	9H307	AA	D38	42	11-May-02	7	1830405
1M5Z	9H307	AA	D38	42	2-Jun-02	8	1828260
1M5Z	9H307	AA	D02	42	19-Jul-02	7	8100298
1M5Z	9H307	AA	D21	42	20-Dec-01	6	1137447
1M5Z	9H307	AA	D21	28	15-Feb-02	8	1597577
1M5Z	9H307	AA	D02	42	5-Aug-02	5	1917344
1M5Z	9H307	AA	D38	42	4-Apr-02	7	1850784
1M5Z	9H307	AA	D02	28	27-Apr-02	8	8582673
1M5Z	9H307	AA	D42	42	17-Jul-02	6	1430480
1M5Z	9H307	AA	D02	42	3-Aug-02	7	7280522
1M5Z	9H307	AA	D02	42	25-Apr-02	8	8188863
1M5Z	9H307	AA	D21	42	5-Jul-02	8	7884100
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1M5Z	9H307	AA	D21	42	18-Apr-02	8	8718424
1M5Z	9H307	AA	D21	42	11-Jul-02	8	7388758
1M5Z	9H307	AA	D21	42	8-Jun-02	6	1752867
1M5Z	9H307	AA	D02	42	22-Apr-02	7	1828877

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1M5Z	9H307	AA	D02	28	5-Jun-02	6	1677925
1M5Z	9H307	AA	D21	42	7-May-02	6	8289599
1M5Z	9H307	AA	D21	42	16-May-02	6	8289598
1M5Z	9H307	AA	D02	42	13-Sep-01	7	2128837
1M5Z	9H307	AA	D21	42	10-Jun-02	6	6364573
1M5Z	9H307	AA	D21	42	4-Jun-02	6	867148
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Y84Z	9H307	EA	D02	42	22-Aug-02	6	1621673
1M5Z	9H307	AA	D02	42	14-Aug-02	6	9795834
1M5Z	9H307	AA	D02	42	29-Aug-02	6	6471767
1M5Z	9H307	AA	D02	42	20-Aug-02	8	9048432
Y84Z	9H307	EA	D02	28	14-Aug-01	8	2978087
1M5Z	9H307	AA	D02	42	17-Jul-02	6	8564585
1M5Z	9H307	AA	D21	42	12-Aug-02	6	1841173
Y84Z	9H307	EA	D02	69	4-Sep-01	4	1411427
1M5Z	9H307	AA	D21	49	25-May-02	6	8749156
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1M5Z	9H307	AA	D02	42	3-Jul-02	8	7918853
1M5Z	9H307	AA	D02	42	13-Feb-02	7	2104873
1M5Z	9H307	AA	D21	42	16-Apr-02	7	1974661
1M5Z	9H307	AA	D02	46	24-Apr-02	7	1643362
1M5Z	9H307	AA	D21	42	8-Jun-02	6	1151324
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1M5Z	9H307	AA	D36	28	21-May-02	8	9415324
1M5Z	9H307	AA	D02	42	20-Nov-01	6	1747764
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1M5Z	9H307	AA	D02	63	14-Aug-01	5	1777087
1M5Z	9H307	AA	D02	28	23-Aug-02	8	2419543
YB4Z	9H307	BB	D02	42	4-Sep-01	7	6414218
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1M5Z	9H307	AA	D21	42	19-Aug-02	4	6316911
YS4Z	9H307	EA	D36	42	5-Sep-01	4	1226728
1M5Z	9H307	AA	D21	28	14-Jan-02	7	1916222
1M5Z	9H307	AA	D02	42	22-Jul-02	7	2026359
1M5Z	9H307	AA	D36	28	19-Feb-02	7	7678663
1M5Z	9H307	AA	D41	42	14-Jun-02	8	9080722
YS4Z	9H307	EA	D02	42	21-Jan-02	8	1884416
1M5Z	9H307	AA	D02	63	27-Aug-02	11	2276033
2M5Z	9H307	AB	D02	42	29-Jun-02	12	10398430
1M5Z	9H307	AA	D02	42	18-Jun-02	11	10182804
1M5Z	9H307	AA	D21	42	17-Jun-02	13	10087598
1M5Z	9H307	AA	D02	28	26-Aug-02	10	1762768
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1M5Z	9H307	AA	D36	42	18-Dec-01	11	8964139
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1M5Z	9H307	AA	D02	42	14-May-02	10	8529189
1M5Z	9H307	AA	D42	42	8-May-02	9	2133022
2M5Z	9H307	AB	D02	42	13-Aug-02	9	9655772

1M5Z	9H307	AA	D02	42 27-Aug-02	9 2378124
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1M5Z	9H307	AA	D02	42 28-May-02	9 1722882
1M5Z	9H307	AA	D02	42 1-Aug-02	9 9518806
1M5Z	9H307	AA	D02	42 17-Jul-02	9 1975880
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1M5Z	9H307	AA	D02	42 14-Aug-02	11 9708284
2M5Z	9H307	AB	D41	42 25-Jun-02	9 7502801
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1M5Z	9H307	AA	D41	42 29-Jul-02	8 2212532
1M5Z	9H307	AA	D42	42 12-Jul-02	9 8495300
1M5Z	9H307	AA	D02	42 23-May-02	10 9878288
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1M5Z	9H307	AA	D02	48 12-Jul-02	11 9436949
1M5Z	9H307	AA	D02	42 1-Aug-02	9 1851886
1M5Z	9H307	AA	D21	42 27-Aug-02	9 8532274

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1M5Z	9H307	AA	D02	42	3-Jun-02	9	8773242
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1M5Z	9H307	AA	D02	42	14-May-02	9	2236754
1M5Z	9H307	AA	D21	42	24-Apr-02	12	10143709
1M5Z	9H307	AA	D02	42	28-May-02	10	8058129
1M5Z	9H307	AA	D02	42	2-Aug-02	10	9557020
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1M5Z	9H307	AA	D02	42	13-Aug-02	12	9888594
1M5Z	9H307	AA	D36	28	31-Jul-02	10	2416795
1M5Z	9H307	AA	D36	42	14-May-02	9	9757174
1M5Z	9H307	AA	D02	42	17-Apr-02	9	2260640
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1M5Z	9H307	AA	D02	42	7-Aug-02	12	10330399
1M5Z	9H307	AA	D02	42	29-Jul-02	11	9301363
1M5Z	9H307	AA	D41	42	17-Jun-02	8	1872755
2M5Z	9H307	AB	D21	42	3-Jul-02	9	9378027
1M5Z	9H307	AA	D21	42	13-Jun-02	13	10307258

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1M5Z	9H307	AA	D36	42	6-May-02	10	9199318
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1M5Z	9H307	AA	D02	42	6-Aug-02	9	1959217
1M5Z	9H307	AA	D02	42	12-Jun-02	9	1930053
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1M5Z	9H307	AA	D36	42	31-Jan-02	9	1671791
1M5Z	9H307	AA	D36	42	22-Jul-02	10	9189150
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1M5Z	9H307	AA	D02	42	17-Jul-02	8	2132726
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1M5Z	9H307	AA	D21	42	16-Apr-02	10	9561625
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1M5Z	9H307	AA	D21	42	13-Jun-02	9	6453575

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1M5Z	9H307	AA	D21	42	19-Jul-02	11	8878515
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1M5Z	9H307	AA	D36	42	2-Jul-02	11	9549436
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1M5Z	9H307	AA	D02	42	22-Apr-02	11	10497971
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1M5Z	9H307	AA	D02	42	27-Aug-02	10	2463411
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1M5Z	9H307	AA	D02	42	13-Nov-01	8	1788517
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1M5Z	9H307	AA	D02	48	29-Nov-01	13	10376805
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1M5Z	9H307	AA	D02	42	20-Aug-02	9	2296689
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1M5Z	9H307	AA	D21	42	18-Feb-02	10	9345340
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1M5Z	9H307	AA	D21	42	22-Apr-02	11	9728460
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1M5Z	9H307	AA	D36	42	11-Jul-02	9	1821439
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1M5Z	9H307	AA	D02	42	4-May-02	12	9371914
1M5Z	9H307	AA	D02	63	3-May-02	12	9678419

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1M5Z	9H307	AA	D02	46	24-Jun-02	12	9275319
1M5Z	9H307	AA	D02	42	15-Oct-01	11	9058455
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1M5Z	9H307	AA	D02	42	22-Feb-02	12	9118203
1M5Z	9H307	AA	D02	42	18-Jun-02	14	10451047
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1M5Z	9H307	AA	D02	42	2-Aug-02	10	8403732
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1M5Z	9H307	AA	D21	42	8-May-02	12	10395560
1M5Z	9H307	AA	D02	42	14-Jun-02	10	9404407
1M5Z	9H307	AA	D36	42	9-Aug-02	13	9700857
1M5Z	9H307	AA	D21	42	9-Apr-02	11	10252787
1M5Z	9H307	AA	D02	63	22-Jan-02	10	2383046
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1M6Z	9H307	AA	D02	42	31-Jul-02	12	10131288
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1M5Z	9H307	AA	D02	42	5-Jul-02	11	2330518
1M5Z	9H307	AA	D02	42	30-Jan-02	10	1897721
1M5Z	9H307	AA	D02	28	28-Jun-02	10	2328787
1M5Z	9H307	AA	D21	42	14-May-02	10	9189813
1M5Z	9H307	AA	D02	42	18-Apr-02	9	8338727
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1M5Z	9H307	AA	D02	28	8-Aug-02	10	2380917
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1M5Z	9H307	AA	D02	42	9-Aug-02	11	9674655
1M5Z	9H307	AA	D02	42	23-May-02	14	10390800
1M5Z	9H307	AA	D02	42	16-Jul-02	11	10496321
1M5Z	9H307	AA	D41	42	18-Jul-02	9	2109442
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1M5Z	9H307	AA	D02	42	8-Aug-02	14	10493806
1M5Z	9H307	AA	D02	42	9-Jul-02	12	9247772
1M5Z	9H307	AA	D02	63	28-Nov-01	12	10372373
1M5Z	9H307	AA	D02	42	28-Jul-02	8	2184930

1M5Z	9H307	AA	D21	42	13-Aug-02	12	9711733
1M5Z	9H307	AA	D02	42	27-Aug-02	12	10076100
1M5Z	9H307	AA	D21	63	30-May-02	9	9481639
1M5Z	9H307	AA	D02	42	16-Nov-01	11	2429369
PART_NUM_CAUS_PREF	PART_NUM_CAUS_BASE	PART_NUM_CAUS_SUFF	CLST_CONC_CD	COND_CD	RPR_DT	TR_WBO	CLM_KEY

3	214.98	350.38	2.3	4979 *	NA	FL	100101
5	445.15	668.31	3.1	2157 *	NA	OH	100101
5	221.16	382.24	2.3	4884 *	NA	FL	100101
10	238.54	414.14	2.5	847 *	NA	WA	100101
12	234.39	395.28	2.8	4044 *	NA	FL	100108
13	191.1	511.66	4	482 *	NA	GA	100108
23	220.38	441.52	3.1	2157 *	NA	OH	100101
37	191.1	405.84	3.1	20402 *	NA	AZ	100108
56	191.1	381.06	3.2	348 *	NA	GA	100108
59	281.72	435.82	2.7	4236 *	NA	MN	100101
107	257.43	428.43	2.8	2453 *	NA	TX	100108
112	214.98	372.84	2.2	8586 *	NA	WA	100101
127	182.05	518.88	3.9	3329 *	NA	UT	100108
231	202.33	432.37	3.3	2718 *	NA	MI	100108
245	191.1	348.68	2.5	1809 *	NA	OH	100108

246	220.36	406.38	2.6	2737 *	NA	MI	100101
267	226.05	450.12	3.2	20303 *	NA	AZ	100101
273	191.1	318.13	2.3	9674 *	NA	MI	100106
356	343.58	599.64	4.9	1409 *	NA	WA	100101
457	202.33	306.83	1.9	183 *	NA	NM	100106
484	219.68	409.07	3.1	4965 *	NA	FL	100101
621	215.93	356.44	2.2	4893 *	NA	FL	100101
683	288.34	434.75	2.3	3365 *	NA	AL	130301
720	191.1	374.37	2.7	2405 *	NA	TX	100106
784	285.87	498.9	3.4	4927 *	NA	GA	100101
811	214.98	329.65	1.7	4969 *	NA	FL	100101
862	214.98	326.26	1.7	4967 *	NA	FL	100101
1011	214.98	308.91	1.7	3040 *	NA	PA	100101
1048	244.87	499.88	3.6	2741 *	NA	MI	100101
1099	281.31	424.88	2.2	4931 *	NA	FL	100101
1146	220.36	342.25	2.3	3589 *	NA	PA	100101
1181	199.07	364.8	2.5	1249 *	NA	PA	130301
1214	214.98	355.42	2.3	6950 *	NA	OK	100101
1300	221.18	383.4	2.6	4946 *	NA	FL	100101
1601	467.33	862.66	3.7	1254 *	NA	NJ	100101

1814	214.86	445	3.1	889 *	NA	CA	100101
1814	228.21	372.89	2.3	4039 *	NA	FL	100101
1827	227.16	398.11	2.6	4332 *	NA	FL	100101
1879	281.31	411.7	2.3	1355 *	NA	IN	100101
1731	163.8	386.43	1.7	43205 *	NA	FL	100108
1741	193.89	295.74	2.1	45292 *	NA	FL	100101
1741	228.21	450.06	3.5	978 *	NA	NC	100101
1774	214.98	429.58	3	8305 *	NA	WA	100101
1778	191.1	425.05	3.3	2750 *	NA	MI	100108
1854	214.98	358.5	2.4	583 *	NA	NY	100101
1902	281.87	450.7	2.5	4820 *	NA	FL	100101
1903	214.98	352.98	2.3	9044 *	NA	ME	100101
1935	357.32	1440.38	11.5	7934 *	NA	CA	100101
1942	215.93	395.3	2.7	4879 *	NA	FL	100101
2173	214.98	830.27	6.1	3231 *	NA	CO	100101
2204	193.89	295.74	2.1	45292 *	NA	FL	100101
2254	281.76	383.94	1.7	496 *	NA	NJ	100101
2392	232.37	423.68	3	4039 *	NA	FL	100101
2410	220.38	400.85	2.8	2715 *	NA	OH	100101
2490	225.06	439.89	2.9	6560 *	NA	CA	100101

2512	228.21	395.34	3.3	1231 *	NA	SC	100101
2601	219.88	349.79	2	1188 *	NA	LA	100101
2683	220.36	428.65	2.4	4883 *	NA	FL	100101
2657	225.08	385.06	2.5	2265 *	NA	OH	100101
2871	225.08	368.41	2.1	144 *	NA	MD	100101
2871	282.3	494.79	2.9	10712 *	NA	MI	100101
2877	221.31	328.55	1.7	1423 *	NA	PA	100101
2932	220.36	328.94	1.7	4883 *	NA	FL	100101
2990	276.04	581.84	4.2	2163 *	NA	OH	100101
3093	236.92	428.78	2.8	1392 *	NA	DE	100101
3103	288.34	434.07	2.2	3854 *	NA	FL	100101
3192	225.08	333.94	1.9	1307 *	NA	PA	100101
3217	238.29	402.08	2.7	1989 *	NA	WV	100101
3308	221.31	372.8	2.5	3019 *	NA	FL	100101
3357	281.31	389.22	1.7	8519 *	NA	LA	100101
3358	225.08	457.72	3.2	5238 *	NA	KS	100101
3479	230.47	543.04	2.9	4489 *	NA	TX	100101
3581	220.36	390.56	2.3	4989 *	NA	FL	100106
3621	214.98	318.84	1.7	3339 *	NA	NY	100101
3699	214.98	338.76	2.2	4895 *	NA	GA	100101

3741	222.26	454.96	3.7	4498 *	NA	TX	100101
3751	220.36	323.85	1.9	8807 *	NA	ME	100108
3773	220.36	327.68	1.7	7300 *	NA	SC	100101
3780	236.1	320.58	1.7	2110 *	NA	IN	100101
3892	236.12	384.23	2.3	1330 *	NA	PA	100101
3905	227	357.81	1.7	2638 *	NA	MN	100101
4000	220.36	343.9	1.7	1305 *	NA	PA	100101
4026	215.93	356	2.1	4908 *	NA	FL	100101
4184	220.36	484.36	3.7	2761 *	NA	MI	100101
4260	220.36	374.13	2.4	6743 *	NA	NC	100101
4346	228.63	395.5	2.9	4921 *	NA	FL	100101
4359	220.36	390.68	2.3	4999 *	NA	FL	100101
4463	227.72	778.3	7.3	1587 *	NA	IL	100101
4610	221.06	333.26	1.7	6179 *	NA	WI	100101
4538	293.49	476.92	3	3566 *	NA	TX	100101
4546	246.62	811.72	1.7	2067 *	NA	WV	100101
4652	193.89	261.19	1.8	45292 *	NA	FL	100101
4898	225.06	386.24	2.4	4651 *	NA	IN	100101
5029	193.89	296.74	2.1	45292 *	NA	FL	100101
5109	288.34	456.83	2.9	8941 *	NA	VT	100101

5158	220.38	356.88	2	1882 *	NA	IN	100101
5159	264.91	391.64	1.7	3700 *	NA	NJ	100101
5178	226.08	421.2	3.1	4434 *	NA	TX	100101
5198	202.33	452.59	3.7	509 *	NA	GA	100108
5243	220.38	314.7	1.7	4846 *	NA	FL	100101
5258	214.98	365.13	2.4	2750 *	NA	MI	100101
5348	220.38	348	2.3	4846 *	NA	FL	100101
5515	220.92	331.89	1.7	4893 *	NA	FL	100101
5549	184.27	313.01	1.7	48149 *	NA	FL	100101
5647	220.38	375.84	2.6	6738 *	NA	NC	100101
5727	231.59	472.43	3.6	480 *	NA	GA	100101
5842	226.08	439.89	2.9	5550 *	NA	CA	100101
5859	220.38	352.84	2	4945 *	NA	FL	100101
5871	238.29	506.38	4	2415 *	NA	TX	100101
5893	225.06	326.72	1.7	7988 *	NA	NY	100101
5904	238.29	445.81	3.1	2415 *	NA	TX	100101
5923	183.89	310.29	2.4	45292 *	NA	FL	100101
5959	220.38	359.46	2.1	4945 *	NA	FL	100101
6000	220.38	406.81	2.2	3025 *	NA	MI	100101
6042	289.29	405.08	1.7	97 *	NA	MD	100101



6185	220.38	355.42	2	4820 *	NA	FL	100101
6214	220.38	342.15	1.9	4903 *	NA	FL	100101
6303	220.38	338.34	1.9	2980 *	NA	NY	100101
6347	219.88	335.12	1.7	2459 *	NA	TX	100101
6564	221.31	338.27	1.9	565 *	NA	NY	100101
6582	225.08	389.46	2.5	2408 *	NA	TX	100101
6822	221.31	377.98	2.4	4993 *	NA	FL	100101
6930	231.42	427.08	3	3898 *	NA	FL	100101
7141	222.1	487.04	3.4	2284 *	NA	OH	100101
7158	230.47	443.77	3.2	4909 *	NA	FL	100101
7184	199.07	305.85	2.1	9007 *	NA	NH	100108
7211	288.97	438.24	2.3	4892 *	NA	FL	100101
7283	223.18	343.82	2.1	4815 *	NA	SC	100101
7390	220.36	334.89	1.7	4517 *	NA	TX	100101
7428	270.82	408.88	2.6	624 *	NA	NY	100101
7538	235.72	379.72	2.4	1307 *	NA	PA	100101
7587	220.38	416.87	2.2	4893 *	NA	FL	100101
7788	288.12	526.3	3.4	8716 *	NA	OR	100101
7821	220.36	387.86	2.3	4488 *	NA	TX	100101
7838	230.47	538.15	3.6	5538 *	NA	CA	100101

7945	202.75	307.15	2	45298 *	NA	FL	100101
7982	281.31	483.16	3.2	1167 *	NA	FL	100101
8184	230.47	413.08	2.8	3896 *	NA	FL	100101
8188	193.89	295.74	2.1	45282 *	NA	FL	100101
8196	231.59	437.89	3.4	1771 *	NA	OK	100101
8233	272.19	438.84	2.5	4909 *	NA	FL	100101
8287	220.38	334.88	1.7	4517 *	NA	TX	100101
8333	183.89	285.74	2.1	45292 *	NA	FL	100101
8346	220.38	318.07	1.7	824 *	NA	NY	100101
8680	226.01	417.38	2.8	4835 *	NA	FL	100101
8727	220.38	348.7	1.7	2358 *	NA	OH	100101
8835	188.88	274.31	1.7	45384 *	NA	TX	100101
9072	230.47	582	3.6	4496 *	NA	TX	100101
9090	236.29	359.62	2.3	9672 *	NA	MN	100101
9167	225.08	290.16	1.7	2087 *	NA	WV	100101
9201	230.47	500.58	2.7	5536 *	NA	CA	100101
9245	220.38	383.81	2.8	4948 *	NA	FL	100101
9451	220.38	310.87	1.7	20344 *	NA	NM	100101
9500	220.38	472.43	2.4	8890 *	NA	MA	100101
9646	220.38	402.75	2.9	4498 *	NA	TX	100101

9799	288.34	465.89	2.5	2738 *	NA	MI	100101
9800	220.36	465.05	3.1	5449 *	NA	CA	100101
9831	188.88	293.66	1.7	46337 *	NA	CA	100101
9838	188.88	276.6	1.7	45255 *	NA	FL	100101
9989	262.95	407.89	2.1	4620 *	NA	FL	100101
10045	220.36	432.84	2.7	5412 *	NA	CA	100101
10086	220.36	399.2	2.7	873 *	NA	MD	100101
10317	220.36	457.16	3	5449 *	NA	CA	100101
10447	294.87	474.44	2.6	4908 *	NA	FL	100101
10477	220.36	356.45	2.4	4846 *	NA	FL	100101
10481	236.17	416.5	2.7	4651 *	NA	IN	100101
10500	221.31	518.88	3.7	9179 *	NA	MN	100101
10567	288.12	564.64	4.3	4845 *	NA	FL	100101
10648	220.36	432.62	3.1	2923 *	NA	TX	100101
11098	221.31	351.6	2.1	3955 *	NA	PA	100101
11099	220.36	330.41	1.8	916 *	NA	NC	100101
11166	220.36	322.02	1.7	7968 *	NA	NY	100101
11226	236.1	420.93	2.5	1857 *	NA	IL	100101
11236	230.47	414.43	2.6	2707 *	NA	MI	100108
11276	220.57	569.4	4.1	7467 *	NA	PA	100101

11321	220.36	367.02	2.8	4903 *	NA	FL	100101
11337	220.36	397.56	2.7	4839 *	NA	FL	100101
11363	220.36	309.75	1.4	6582 *	NA	LA	100101
11963	293.96	517.49	3.5	6582 *	NA	LA	100101
11436	230.47	448.59	3	2710 *	NA	MI	100106
11577	225.08	435.82	3.2	2091 *	NA	TX	100101
11648	220.36	389.81	2.9	4044 *	NA	FL	100101
11825	220.36	477.76	3.6	2531 *	NA	TX	100101
11855	220.36	477.76	3.6	2531 *	NA	TX	100101
11891	235.17	354.88	1.6	1862 *	NA	NJ	100101
12019	188.88	377.62	1.7	46149 *	NA	FL	100101
12485	220.36	376.96	2.7	9100 *	NA	MA	100101
12572	230.47	437.92	2.6	4620 *	NA	FL	100101
12668	220.36	360.96	2.2	6408 *	NA	CA	100101
12956	235.17	455.16	3	6423 *	NA	CA	100108
13402	220.36	362.43	2.1	4908 *	NA	FL	100101
13500	230.47	452.63	2.9	5537 *	NA	CA	100101
13663	263.42	503.39	3.4	1472 *	NA	TX	100101
13759	220.36	341.98	1.7	2737 *	NA	MI	100101
14126	220.36	457.16	3.6	4473 *	NA	TX	100101

14542	235.17	349.45	1.7	5428 *	NA	CA	100101
14700	220.36	341.26	2.2	1108 *	NA	NC	100101
14810	188.88	270.48	1.7	48111 *	NA	FL	100101
15030	221.31	440.04	3.5	6587 *	NA	MS	100101
15285	225.06	469.29	3.4	3140 *	NA	CO	100101
16849	214.98	386.23	2.5	2486 *	NA	TX	100101
16910	236.1	385.74	2.2	1572 *	NA	IL	100101
17221	220.36	417.96	2.8	2630 *	NA	MI	100101
17381	220.36	297.79	1.4	7441 *	NA	PA	100101
17540	231.18	361.44	2.1	2581 *	NA	TX	100101
17683	225.06	432.59	2.9	20303 *	NA	AZ	100101
18481	235.17	576.45	3.6	2676 *	NA	MI	100101
18945	235.17	346.96	2.1	20344 *	NA	NM	100101
19096	230.47	340.87	1.7	8220 *	NA	WI	100101
19369	188.88	304.5	2.2	45131 *	NA	CA	100101
20613	229.33	343.45	1.8	2649 *	NA	WY	100101
20776	230.47	342.28	2.1	20344 *	NA	NM	100101
20878	220.36	434.13	3	7670 *	NA	TX	100101
20950	230.47	312.75	1.7	20344 *	NA	NM	100101
21342	188.88	278.01	1.7	43205 *	NA	FL	100101

24396	220.36	319.52	1.7	334 *	NA	MO	100101
24848	220.36	359.73	2.3	4790 *	NA	FL	100101
27341	302.32	417.75	1.8	4468 *	NA	TX	100101
28048	221.79	392.31	2.9	3943 *	NA	FL	100101
28085	220.92	391.44	2.9	3943 *	NA	FL	100101
29144	220.36	360.5	2.3	2966 *	NA	OK	100101
35984	230.47	342.26	2.1	20344 *	NA	NM	100101
1	221.31	395.86	2.5	4822 *	NA	FL	100101
2	221.31	405.1	2.8	4839 *	NA	FL	100101
3573	231.42	493.52	3	4039 *	NA	FL	100101
4247	230.47	411.13	2.6	579 *	NA	NY	100101
4294	225.08	451.4	3.2	20402 *	NA	AZ	100101
4737	235.17	500.13	3.6	2678 *	NA	MI	100101
5178	235.17	348.38	1.7	3399 *	NA	IA	100101
5491	221.31	453.52	1.9	1423 *	NA	PA	100101
5636	220.36	397.51	1.9	5419 *	NA	AZ	100101
5797	299.29	452.93	2.5	1019 *	NA	TX	100101
6281	274.31	395.93	1.7	1338 *	NA	NJ	100101
6335	230.47	443.79	2.9	5557 *	NA	CA	100101
6547	293.72	506.84	3.2	4527 *	NA	TX	100101

6770	225.08	434.13	2.4	4822 *	NA	FL	100101
6823	220.38	383.75	2.2	1305 *	NA	PA	100101
7234	220.38	422.72	3.3	458 *	NA	PA	100101
7702	300.1	469.36	2.1	3623 *	NA	NJ	100101
7748	225.08	384.29	2.2	7889 *	NA	NV	100101
7781	220.38	475.08	2.7	3025 *	NA	MI	100101
7838	231.03	468.33	3.8	3019 *	NA	FL	100101
7846	235.1	422.9	2	1686 *	NA	IL	100101
7871	280.45	401.7	1.7	4892 *	NA	FL	100101
8129	268.04	520.05	3	8283 *	NA	NJ	100101
8261	220.38	432.38	2.5	7708 *	NA	HI	100101
8385	220.38	389.3	2.2	4999 *	NA	FL	100101
8552	312.43	598.18	4.1	8379 *	NA	UT	100101
8668	225.08	379.05	2.7	11518 *	NA	FL	100101
8809	220.38	368.87	1.7	3810 *	NA	NY	100101
9074	220.38	354.87	2	4517 *	NA	TX	100101
9163	237.61	372	2.1	601 *	NA	NY	100101
9581	222.26	381.59	2.8	4809 *	NA	FL	100101
9837	230.47	535.06	3.5	5536 *	NA	CA	100101
9900	230.47	415.13	2.8	2738 *	NA	MI	100101

9916	220.36	377.11	2.4	3073 *	NA	FL	100101
10146	235.17	552.75	2.7	7923 *	NA	CA	100101
10150	220.36	311.92	1.7	2101 *	NA	WV	100101
10244	220.36	430.75	2.9	4498 *	NA	TX	100101
10280	430.14	822.71	5.9	5546 *	NA	CA	100101
10319	220.36	421.01	2.3	1286 *	NA	FL	100101
10367	221.07	431.96	2.4	3684 *	NA	NY	100101
10400	292.75	473.58	2.3	20527 *	NA	NJ	100101
10448	220.36	317.38	1.7	3784 *	NA	NY	100101
10500	236.12	454.81	3.2	4835 *	NA	FL	100101
10508	300.08	605.08	5	9888 *	NA	MI	100101
10570	221.31	365.28	2.2	4416 *	NA	TX	100101
10584	230.47	405.47	2.5	5319 *	NA	KS	100101
10661	220.36	425.13	3.1	4987 *	NA	FL	100101
10700	220.36	375.34	2.5	4928 *	NA	FL	100101
10701	235.17	475.67	3.8	4572 *	NA	TX	100101
10999	220.36	546.91	2.5	5408 *	NA	CA	100101
11248	230.47	438.09	3	8379 *	NA	UT	100101
11321	230.47	375.56	2.1	2900 *	NA	MI	100101
11356	235.17	438.75	2.8	5236 *	NA	KS	100101



11416	288.9	416.55	2.3	7174 *	NA	NE	100101
11555	231.88	445.86	3.4	8123 *	NA	WI	100101
11699	220.36	372.97	2.1	3030 *	NA	UT	100101
11793	188.89	380.88	1.7	45289 *	NA	FL	100101
11848	220.38	407.88	2.8	2890 *	NA	MI	100101
12312	226.01	338.72	1.9	7495 *	NA	PA	100101
12455	220.36	331.62	2	4824 *	NA	FL	100101
12545	220.36	358.4	2	4820 *	NA	FL	100101
12573	288.34	442.53	2	130 *	NA	MD	100101
12768	239.08	390.28	2.1	2415 *	NA	TX	100101
12768	499.92	766.32	3.7	2415 *	NA	TX	100101
13054	220.38	480.01	3.3	5485 *	NA	CA	100101
13086	225.06	447.06	3	1345 *	NA	PA	100101
13216	230.47	370.22	2.5	4521 *	NA	TX	100101
13228	230.47	395.35	2.4	4039 *	NA	FL	100101
13292	230.47	315.17	1.7	567 *	NA	PA	100101
13297	231.2	382.47	2.8	9480 *	NA	ND	100101
13377	205.1	302.13	1.7	1034 *	NA	KY	100106
13480	220.38	397.25	2.9	11601 *	NA	FL	100101
13545	225.08	451.24	2.8	2741 *	NA	MI	100101

13800	220.38	392.97	2.7	4834 *	NA	IN	100101
13809	220.38	385.48	2.8	892 *	NA	SC	100101
13828	282.79	588.39	3.7	3788 *	NA	NY	100101
14001	230.47	378.87	2.3	579 *	NA	NY	100101
14058	225.82	444.31	3.2	4835 *	NA	FL	100101
14227	230.47	403.85	2.8	9019 *	NA	FL	100101
14558	225.08	389.9	1.7	2557 *	NA	CA	100101
14673	220.38	420.17	2.3	20838 *	NA	NY	100101
14578	235.48	337.88	1.5	4920 *	NA	FL	100101
14788	230.47	427.15	3.3	2775 *	NA	WV	100101
14918	225.08	451.1	3.2	5158 *	NA	MO	100101
15063	231.42	489.97	3.5	4351 *	NA	FL	100101
15171	220.38	373.64	2.4	4893 *	NA	FL	100101
15212	220.38	330.81	1.7	9671 *	NA	MI	100101
15488	220.38	337.88	1.7	1249 *	NA	PA	100101
15557	220.38	311.75	1.4	4893 *	NA	FL	100101
15734	220.38	408.22	2.8	4867 *	NA	FL	100101
15780	235.17	447.02	3.1	4835 *	NA	FL	100101
15858	230.47	418.85	2.6	2834 *	NA	MI	100101
15879	235.17	373.77	2.2	2335 *	NA	OH	100101

16044	220.36	450.76	3.6	4546 *	NA	TX	100101
16213	235.17	475.87	3.8	4572 *	NA	TX	100101
16508	225.06	327.27	1.7	7408 *	NA	PA	100101
16593	225.06	453.51	3.1	4434 *	NA	TX	100101
16632	221.31	359.61	1.7	136 *	NA	VA	100101
16753	220.36	402.62	2.8	4871 *	NA	FL	100101
17164	235.17	416.67	2.7	5426 *	NA	CA	100101
17294	232.21	334.89	2.1	7404 *	NA	PA	100101
17323	220.36	390.56	2.3	4889 *	NA	FL	100101
17876	220.36	374.64	2.8	4814 *	NA	FL	100101
17784	220.36	410.47	2.8	11494 *	NA	TX	100101
17834	288.09	471.04	2.2	2724 *	NA	NJ	100101
18289	225.06	377.55	2.3	998 *	NA	NC	100101
18638	220.36	366.36	2	529 *	NA	GA	100101
18875	225.06	483.98	3.7	2923 *	NA	TX	100101
18940	303.83	541.78	3.4	2923 *	NA	TX	100101
18960	225.06	386.41	2.5	654 *	NA	TX	100101
18982	230.47	384.07	2.4	4545 *	NA	TX	100101
19116	220.36	411.86	2.3	136 *	NA	VA	100101
19125	235.17	450.31	3.2	4473 *	NA	TX	100101

19134	225.08	412.2	3.3	1652 *	NA	TX	100101
19142	289.02	381.71	1.7	8585 *	NA	LA	100101
19180	236.49	457.13	3.3	4572 *	NA	TX	100101
19241	225.08	421.88	2.6	1076 *	NA	NJ	100101
19440	220.38	354.89	2.2	6950 *	NA	OK	100101
19590	220.38	359.3	2.2	4999 *	NA	FL	100101
19754	232.37	397.47	2.6	3026 *	NA	OK	100101
19898	230.47	447.35	3.3	4482 *	NA	TX	100101
20099	188.88	276.43	1.7	45292 *	NA	FL	100101
20229	231.42	469.11	3.7	1172 *	NA	FL	100101
20334	221.31	351.4	1.9	4485 *	NA	TX	100101
20712	220.38	355.75	2	4945 *	NA	FL	100101
21303	230.47	483.81	3.2	2761 *	NA	MI	100101
21348	225.08	398.81	2.4	2736 *	NA	MI	100101
21651	235.17	490.9	4.3	2445 *	NA	TX	100101
21753	230.47	412.07	2.7	573 *	NA	NY	100101
21983	274.54	621.44	4.9	2696 *	NA	MI	100101
21989	225.08	354.12	2	5859 *	NA	KY	100101
22017	225.08	338	2	9840 *	NA	MI	100101
22248	225.08	355.87	2.2	572 *	NA	NY	100101

22528	220.36	328.92	1.7	4814 *	NA	FL	100101
22691	269.02	377.77	2.2	6783 *	NA	VA	100101
22719	231.86	682.06	4	2894 *	NA	MI	100101
23139	221.31	380.79	1.9	4994 *	NA	FL	100101
23960	230.47	404.39	2.9	2581 *	NA	TX	100101
24046	188.86	280.68	1.7	48092 *	NA	PA	100101
24104	231.42	436.52	2.5	3902 *	NA	AL	100101
24626	220.36	376.8	2.5	7003 *	NA	TX	100101
24617	220.36	356.22	1.9	20305 *	NA	AZ	100101
24620	220.36	365.51	2.2	277 *	NA	GA	100101
24930	299.13	680.18	3.3	689 *	NA	CA	100101
25620	283.72	493.67	3.3	2404 *	NA	TX	100101
25733	305.9	755.86	5.6	20527 *	NA	NJ	100101
25920	230.47	315.19	2.1	6763 *	NA	VA	100101
26793	220.36	322.2	1.8	8678 *	NA	MI	100101
27936	292.75	429.36	1.7	20527 *	NA	NJ	100101
28316	220.36	336.5	2.3	1133 *	NA	NC	100101
28046	230.47	443.43	3.1	3049 *	NA	TX	100101
30221	322.38	578.09	3.5	2741 *	NA	MI	100101
30369	230.47	442.82	2.8	11895 *	NA	AZ	100101

31314	230.47	436.68	2.9	8240 *	NA	UT	100101	
32586	230.47	482.39	3.6	2923 *	NA	TX	100101	
33606	253.61	396.77	2.8	638 *	NA	NY	100101	
33849	230.47	367.85	2.1	1483 *	NA	PA	100101	
MLGE	MYRL_COST	TOT_COST_GROSS	LEA_HRS	DUR_CD	DUR_SLIK_CD	REGION_CD	ST_PROV_CD	OPBC_CD_9

1 WDS TEST WDS DATA LOGGER WDS FUEL PSI TEST WOULD DROP (BELOW 20PSI RR FUEL TANK RR FUEL PUMP

3 VERIFIED CONCERN TESTED VEHICLE ON WDS PERFORMED KOEO AND KOER NO CODES PRESENT TESTED IGNITION SYSTEM CHECKED FOR SPARK OUT OF COIL PACK CHECKED OK PERFORMED FUEL PRESSURE AND LEAK DOWN AND INJ

OK FOR SPARK, HAS GOOD SPARK, OK FOR FUEL PRESSURE, HAS NO FUEL PRESSURE. PERFORM FUEL SYSTEM DIAGNOSTICS. R&R REAR SEAT GAIN ACCESS TO DRIVER MODULE. DRAIN AND R&R FUEL TANK. REPL PUMP ASSY, RE ASSEMB

VERIFIED CONCERN, RAN DIAGNOSTIC, FAULTED FUEL PUMP, NO OPERATION. REPLACED FUEL PUMP AND CLEARED CODES, RETESTED OK NOW. 84306, 83540

NOT WORKING PROPERLY 84307 C 42 DIAG AND FINPOINT TEST REPLACE FUEL PUMP ASSY AND FUEL RAIL PRESSURE SENSOR AND RETEST CODES P1111 P1111 P1111

CONTAMINATED FUEL STOCK UNIT PUMP ASSEMBLY FUEL TEST DIAGNOSIS AND REPLACE 25 NO START. DIAG WDS P1288 FUEL PUMP CIRCUIT OPEN OR SHORTED. CHECK ALL POWERS OK RELAY TEST GOOD POWER AT INERTIA SWITCH. REMOVE FUEL REAR SEAT TO GAIN ACCESS TO FUEL PUMP DRIVER MODULE. POW

ROAD TEST STAR TEST, OK IGNITION SYSTEM, OK FUEL PSI, PID MONITOR, FINPOINT TEST R&R FUEL PUMP, RETEST SYSTEM PASSES, ROAD TEST OK

EBC (QUICK TEST) DIAGNOSIS

CHECK OUT AND REPLACE FUEL PUMP AND REGULATOR

FUEL PUMP DRIVER MODULE & PUMP INOP.....42 WDS HOOKUP DTC 1233 RETRIEVED, CONDUCTED FINPOINT TEST PER PCED, CHECKED AREAS NOTED IN 88M14747. REPLACED FUEL PUMP

WDS START UP, WDS QUICK TEST PASS, WDS DATA LOGGER, TEST FOR SPARK OK, WDS FUEL PRESSURE TEST 1 PSI, FINPOINT TESTS FOR NO

RAN OASIS. WDS DIAGNOSTICS KOEO SELF TEST PASS CONTINUOUS PASS AND KOER PASS. DATA LOGGER DISPLAY TO MONITOR PIDS. AFTER PUMP REPLACEMENT, RETEST AMP DRAW AND HOT SOAK TESTING TO VERIFY REPAIR. TEST D

287 CC 42 FUEL PUMP ?? 128500, D46, DK1, D61, 8380E, 83608, 0.8 MT TIME KOEO P1111, C, R, P1111 MIL OFF WDS DIAG TESTS, FINPOINT PIDS, FUEL PRES TEST ROAD TEST, FAIL INT 12 PSI REPLACED FUEL PUMP & FIL

ENGINE DIAG TEST AND REPLACED FUEL PUMP AND RETEST

3 36 WDS START UP PINPOINT TEST FOUND FUEL PUMP INOP LOW PRESSURE NKOE0 PASS  
20P81 REMOVE FUEL TANK REPLACED PUMP RETEST DCL DISPLAY 40 50 PSI  
REASSEMBLE ALL OK

KOE0 PASS KOEC P1233 KOER PASS DCL DISPLAY AND RECORDER NORMAL IGN DIAG SPARK  
PRESENT FUEL PRESS 0 PSI FOUND NO POWER TO PUMP FOUND FUEL PUMPRELAY INOP  
REPLACED RELAY PINPOINT NO START POWER TO PUMP N

DIAGNOSE CHARGING SYSTEM EEV AND FUEL SYSTEM PUMP OPEN REPLACE  
CONFIRMED COMPLAINT, PERFORMED TESTS KOE0P1233, KOER NO START, CONT  
P1233, PINPOINT TESTS, CK EVAP SYSTEM, FOUND OPEN IN FUEL PUMP DRIVER  
MODULE, REPLACED MODULE, VEHICLE RAN 10 MINUTES AND DIED, PERFORMED P

CAUSAL PART 9H307 MECH RAN DIAG CODE GIVEN P1237 CIRCUIT FAIL PRESSURE TEST PUMP  
BELOW SPECS REPLACE PUMP

SBDS START, SELF TEST, DCL DISPLAY, FUEL DPRESSURE, INJ FLOW, SPARK DURATION, IDLE  
DATA, PINPOINT, REPLACE FUEL PUMP, FLUSH TANK AND LINES, RETEST

EEC TEST, PINPOINT TEST REPLACE FUEL PUMP SHORTED

PERFORMED NECESSARY TESTING TO FIND FAULTY FUEL PUMP. REPLACED FUEL PUMP &  
DRIVER MODULE TO CORRECT CONCERN

PERF. DIAG AND VERIFIED CUST COMPLAINT. PERF. KOEO SYST PASSED. PERF IGNITION SYST  
PASSED KOER PASSED. PERF MANUAL MILEAGE OUT 731 MILES

CHECK OUT EEC SYSTEM P1233 PERFORMED PINPOINT TESTS REPLACED SHORTED FUEL PUMP  
DRIVER MODULE R FUEL TANK REPLACED SHORTED FUEL PUMP ASSY

WDSW ST UP TEST EEC MIL OFF CORP1111 FUEL PUMP TEST ON CAR REPL FUEL PUMP INOP RE  
TESTEEC

SERVICE PARTS REF RD 54628 DIAG AND REP PUMP

FAILED FUEL PUMP ASSEMBLY. REMOVED FUEL TANK AND REMOVED AND REPLACED FUEL  
PUMP. ROAD TESTED VEHICLE. SYSTEM PERFORMS TO SPEC AT THIS TIME.

1060 9H307, 12288, 12406 CC42 EEC TEST PASS P0304 P1000, FUEL PRESS. TEST 40 PSI, IGN.  
SYSTEM TEST, NG8 ROADTEST PID MONITOR, NG8 DCL DISPLAY, PINPOINT TEST HD1.  
REPLACED FUEL PUMP, #4 SPARK PLUG AN

1101 FUEL PUMP 42 W EEC TEST P1238 P1237 P P TEST FUEL TEST 0 PSI REPLACE FUEL PUMP  
REPLACE DRIVER MODULE INOP RETEST

WDS. PINPOINT TESTED AND DIAG, REMOVED FUEL AND REPLACED FUEL PUMP, RETESTED

CAR DIED FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS REPLACE FUEL  
PUMP WDS DIAG HOOK UP BREAKOUT BOX CHECK GROUNDS

1214 EEC TEST KOEO P1233, CONT P1233, WON'T START WDS DATA LOGGER TEST, FUEL  
PRESS TEST, FUEL LEAKDOWN TEST, PIN POINT TEST K81 8, REPLACE FUEL PUMP ASSY,  
ROAD TEST, RETEST KOEO PASS CONT

EEC TESTS FUEL PRESSURE TEST REPLACE FUEL PUMP AND UNDER HOOD RELAY RETEST  
PASS

CK FOR CODES CK FUEL PRESSURE 0 REPLC PUMP TANK HOUSING CRACKED REPLC



1814 DEFECTIVE FUEL PUMP 3.0 12850D,2,D46,3,D55,3,D60,1,D81,5,DX1,1,8350B,3, 9300E,5 EEC TEST PASSED, DCL DISPLAY TEST PASSED, NGS MONITOR ROADTEST PASSED, IGNITION SYSTEM TEST PASSED, FUEL PRESSURE T

EEC TEST R P1231K060 P1237 FLIGHT RECORDER MONITOR FPR OPEN, PINPOINT TEST FOUND FAULTY LINE PRESSURE, FINE PRESSURE

FUEL PUMP SHORTED CRANK NO START. EEC DIAG KOEOC P1233, P0302, P0305, KOEO PASS. PINPOINT TEST. FUEL PRESSURE TEST 0.0 PSI. REPLACE BLOWN FUEL PUMP FUSE, CRANKS NO START, 0.0 PSI FUEL PRESSURE. CHECK

1879 X1. THE FIRST TWO HOURS ARE DIAG TIME, PERFORMED BY 381. 381 DIAGED THE PROBLEM TO BE THE FUEL PUMP. I 808 DROPPED THE EXHUST FROM THERE HANGERS AND THEN REMOVED THE HEAT SHIELD THEN I DISCONEC

NO FUEL PRESSURE PRESENT FUEL PUMP SIZED,REPLACED NEW FUEL PUMP SENDER ASSY

REPLACE SNEDEK AND FILTER

PUMP EEC (QUICK TEST) DIAGNOSIS

WDS SET UP EEC TEST NK060 PASS CONT PASS RAN DCL MONITOR LOOKS OK CHECKED FUEL PRESSURE NO PRESSURE RAN PIN POINT

1776 WDS START UP EEC TEST RETRIEVED NO CODES. FUEL PRESSURE AND LEAK DOWN OK KOEO,FUEL INJECTOR FLOW TEST OK,IGNITION SYSTEM TEST OK TEST DROVE WHILE VIEWING DATALOGGER FOUND AFTER EXTENSIVE TEST D

TEST EEC NO CODES PERFORM FUEL PRESS TEST PERFORM INJECTOR FLOW TEST APDS DCL DISPLAY DRAIN FUEL TANK RPLC FUEL PUMP ROAD TEST OK

1902 42 W VERIFY NGS 12850D 46 DX1 KOEO CONT P0232. PINPOINT AND REPLACED NEEDED FUSE WITH FUEL PUMP AND DRIVER MODULE. RETEST OK. 12850D84 REPROGRAM PCM OK

FUEL PUMP FUEL SYSTEM TEST WONT HOLD PRESSURE R R FUEL PUMP

VERIFIED CONCERN INSPECTED CAR AND PERFORMED DIAGNOSTIC FOUND DEFECTIVE SENSORS. FUEL SENDER & SPARK PLUGS. REPLACED PUMP & SENSORS & SPARK PLUGS. RECKD. COMPLETE SYSTEM, ALL OK NOW.

1982 42 SH307 W 2228 RUN COMPRESSION TEST. RECORDER MONITOR TEST, FUEL PRESSURE TEST. REPLACE FUEL PUMP, ROAD TEST. 12850D47,D81,8350B,9350E. (2.0L ZETEC)

2173 STARTED RIGHT UP. EEC CK KOEO PASS. CONT P1233 FUEL PUMP DRIVER MODULE OFFLINE. CK DCL AND WIGGLE CHECK WIRING AT DRIVER MODULE THEN FOLLO W WIRRS TO PCM ( REMOVE TRIMM TO ACCES ) PCM TO INE

REPLACE FUEL SENDER AND FILTER

FUEL PUMP LOSING PRESSURE AS PER TSB. REPLACE DIAG AND PINPOINT LOCATE CONCERN REMOVE TANK TO REPLACE FUEL PUMP SENDER

CHECKED VEHICLE. CRACKED BUT WONT START RAN EEC TESTS. CODE FOUND 2 BLOWN FUSES. PINPOINT TEST FOUND STARTED FUL PUMP.

63 WEAK FUEL PUMP TESTED EEC AND MONITOR DCL AND PINPOINT, FUEL PRESSURE TESTED AND REPLACED FUEL PUMP AND RETESTED

12850D48 3 P1233 P1000 D90 .1 PP TEST NGST PID MON & ROAD TEST FUEL PRESS 041 .5 TEST 0 #6 REPLACE FUEL PUMP RETEST

CHECKED AND WDS TESTED AND FOUND NO START TESTED AND FOUND FUEL PUMP INOP  
DRAINED TANK AND TESTED AND REPLACED FUEL PUMP AND RECHECKED GOOD

EEC TEST FUEL PSI TEST REPL. FUEL PUMP RETEST

REPLACE FUEL PUMP INOP

2667 PERFORMED WDS DIAGNOSTICS. PERFORMED FUEL PRESSURE TEST AND REMOVED  
TANK AND REPLACED FUEL PUMP. RETESTED EEC OK

ENGINE STALLS EEC (QUICK TEST) DIAGNOSIS

2947 42 W VERIFIED SURGING LACKS POWER EEC TEST KOEO PASS KOEC PASS KOER PASS  
DCL MONITOR ROAD TEST PFE VOLTAGE JUMPING AROUND TEST FUEL PRESSURE LOW  
PRESSURE AT TIME 20 PSI REPLACE FUEL PUMP AND F

FUEL PUMP PUMP ASSEMBLY FUEL TEST DIAGNOSIS

REPLACE FUEL PUMP, INOP

CAUSE 81307 CCC D02 CC 42 CHECK OUT DIAG HESITATION ON ACCEL HOOK UP WDS TESTING  
KOEO PASS, CONT P0193 KOER PASS DATELOGGER SHOWS NO FAULTS POWER BALANCE  
NORMAL FUEL PRESS. RR FUEL RAIL SENSOR AND RECK ST

FROM FUSE P1293 PER HOTLINE REPLACE FUEL PUMP, FUEL FILTER AND CLEAN TANK

FUEL PRESSURE TEST..REPLACED FUEL PUMP AND PUMP MONITOR

NOT WORKING PROPERLY FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

RUN EEC TEST, KOEO, KOER AND CNOTC ALL PASS, TEST DROVE AND CHECKED FUEL  
PRESSURE, FUEL PRESSURE D ROPPING OFF ON HARD ACCELERATION, REPLACED FUEL PUMP  
AND FUEL FILTER AND RECHECKED OK

81307 42 RAN ENG. DIAGS. CODES YK050 P1293, KOEC P1293, KOER P1111. RAN IGN., FUEL &  
PINPOINT TESTS. REPLACED SHORTED FUEL PUMP

OK FUEL PRESSURE NO PRESSURE CK EEC SYSTEM CODE P1293 FUEL PUMP MODULE  
OFFLINE GO TO PINPOINT TEST FUSES OK CK ON DEMAND EEC TEST CODE P1293 REPLACE  
FUEL PUMP MODULE RECK EEC SYSTEM NO CO

EEC TEST KOEO PASS KOEC PASS CHECK IGNITION SYSTEM DCL DISPLAY AND DCL RECORD  
MONITOR PINPOINT TEST FUEL PUMP TEST REPLACED INTAKE FUEL PUMP RETEST CLEAR

VERIFIED EEC PINPOINT SHORTED FROM R1 FUEL TANK AND REPLACED FUEL PUM

WDS ST UP TEST EEC MIL OFF CROP1111 TEST PUMP ON CAR PIN POINT TEST REPL FUEL PUMP  
INOP RE TEST EEC

FUEL MOD. CK FOR SPARK, CK, CK FUEL PRESS., NONE EEC TEST PASS, CK REL PWR TO PUMP,  
DRAINED REM TANK CK, REPL FUEL MOD RETEST

WDS MIL OFF, KOEO, CONTINUOUS, KOER, DCL DISPLAY, FUEL PRESSURE FAIL, INJECTOR FLOW  
FUEL PRESSURE DROP CONTACT HOTLINE AND TOLD TO RR PUMP FOR THIS KNOWN  
CONCERN, RR FUEL PUMP TO CORRECT PROBLEM

3741 FUEL PUMP #2 WR VERIFIED CUSTOMER CONCERN AND FOUND VEHICLE STALLING AT IDLE AND AT STOPS. PERFORMED WDS SYS TESTS 15B0E,E1,E1X1,ES,E30,E10,E20,E2N,E4. FOUND CODE P1233. PERFORMED FUEL SYS PR

NONE CHECK FUSER TO FUEL PUMP OK PULL UP REAR SEAT CHECK POWER AND GROUND TO FUEL PUMP MODULE OK CHECK POWER AND GROUND OUT OK CHECK OABIS CHECK GROUNDS UNDER AIR CLEANER ALSO REMOVE RF KICK PANEL CH

EEC TEST (NO CODES) MONITOR TEST, FUEL PRESSURE TEST AND PIN POINT TEST. REPLACED FUEL PUMP

DIAG AND REPLACE FUEL PUMP FOR 10 PSI HOT

CHECK FOR NO START, CHECK FUEL PRESSURE REPLACE BLOWN FUSE AND FOUND PUMP BAD REMOVE AND REPLACE FUEL PUMP AND RECHECK

ORDERED FUEL PUMP... VERIFIED CONCERN, VERIFIED NO FUEL PRESSURE, AND 12 VOLTS AT PUMP, REMOVED TANK, INSTALLED NEW PUMP, INSTALLED TANK, TESTED VERIFIED PROPER OPERATION..

PRESSURE DROPPING FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

VERIFIED CUSTOMER CONCERN MIL ON AT TIME K060,EN,P0282 MIL OFF AT TIME VEH CRANKS BUT WILL NOT START PERFORMED EEC TEST FUEL PRESS TEST OPSN PRESENT CHECKED ELEC CKT OV TO FUEL PUMP FOUND BLOWN 16 AMP

TESTED RETESTED OK.

WDS TEST PERFORMED FROM MONITOR FUEL PRESSURE TEST PERFORM PINPOINT TESTS R AND I FUEL TANK REPL

TEST EEC NGS TEST MONITOR TEST PINPOINT TEST FUEL PRESSURE TEST AND BLEED DOWN R&R TANK AND REPLACE FUEL PUMP TEST OK

WDS ST UP TEST EEC MIL OFF CROP1111 TEST FUEL PUMP ON CAR PINPOINT TEST REPL FUEL PUMP IN OP RETEST EEC

4443 UNKNOWN W ROAD TESTED, VERIFIED ONE TIME, BUT STARTED RIGHT AWAY AFTER STALL, TRIED TO CHECK FUEL PRESSURE WITH GAUGE, NO SCHRADER ON FUEL RAIL, THANKS FORD EEC TESTS, PINPOINT TESTS, NGS PID MONITOR

FUEL PUMP FUEL PUMP ELECTRIC (IN TANK) REPLACE

WDS HOOK UP, RUN EEC SELF TEST, RUN DATA LOGGER RECORD MONITOR, FUEL PRESSURE TEST, PIN POINT TEST, REPLACE FUEL PUMP, FUEL DRIVER MODULE, FUEL FILTER AND 16 AMP FUSE

FUEL PRESSURE CK R&R FUEL PUMP

FUEL PUMP NOT WORKING.

EEC TEST DCL MONITOR REPLACED FUEL PUMP

FUEL PUMP OPEN CIRCUIT R R FUEL PUMP AND FILTER

VERIFY CONCERN PERFORM FUEL PRESSURE TEST ENGINE DIAGNOSIS CODE P1233 CALLED HOTLINE ADVISED TO CHECK POWER AND GROUND REPAIR CONNECTION IN FUSE PANEL AND ROAD TEST OK. MT TIME FOR CONNECTOR REPAIR

OPEN CIRCUIT IN FUEL PUMP FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

VERIFY FUEL PRESSURE TEST FOUND INSUFFICIENT PRESSURE NECESSARY TO REFUEL PUMP  
VERIFY OK

5176 D,DX1,D45,D65,D81,95500 NO CHECK ENG. LIGHT ON, USE WDS TO RUN QUICK TEST PASS  
PASS, USE DATALOGGER TO CHECK AND MONITOR PIDS, CHECK IGN. SYSTEM, CHECK FUEL  
PRESS., REPLACE FUEL PUMP ASSEMBLY

FUEL PUMP INOP EEC DIAGNOSTIC TESTS,REPLACED FUEL PUMP AND FUEL FILTER

FAULTY FUEL PUMP EEC TESTED,R AND R FUEL TANK REPLACED FUEL PUMP RETESTED O.K  
5258 WDS START UP EEC TEST RETRIEVED NO CODES VIEWED DATALOGGER, FOUND NO PIDS  
OUT OF SPEC FUEL PRESSURE AND LEAK DOWN OK KOEO. TEST DROVE AND FOUND ON 1  
OCCASION FRP PID DROP TO 16PSI ON ACCELERATION

FUEL PUMP SHORTED WDS TEST,KOEO,CODE P1233 FUEL TEST,H MANUAL TEST TO PIN POINT  
T,TEST REMOVE KICK PANELS AND INSPECT HARNESS REPLACE FUEL

REPLACE FUEL PUMP INOP

FOUND NO FUEL RAIL,TRACED PROB TO A FAULTY FUEL PUMP,DEGASSED FUEL  
TANK,REPLACED FUEL PUMP

FUEL PUMP IS FAULTY EEC (QUICK TEST) DIAGNOSIS

FUEL PUMP EEC (QUICK TEST) DIAGNOSIS

FUEL PUMP FAILURE EEC (QUICK TEST) DIAGNOSIS

EEC TESTS PRESSURE TEST REPLACE FUEL PUMP P1237

NGS EEC TEST PASS MONITOR AND RECORD EEC PIDS IGN TEST FUEL PRESS TEST OCL  
DISPLAY PINPOINT TEST R/L FUEL TANK REPLACED

FUEL PUMP TEST DR KOEO TEST PASS, MOER TEST PASS, CK SPARK, FUEL PRESS DRAINED,  
REM. FUEL TANK OK REPL PUMP ASS.

PERFORMED EEC TEST NO CODES PRESENT PERFORMED IGNITION DIAG PERFORMED FUEL  
PRESSURE TEST 18 PSI PRESENT R/L TANK TO

FUEL PUMP OPEN CKT, REPL

SPW AUTH WK&RU RD 508328 DATE 060302 ACCRUED 97 MILES EEC TEST REPLACE FUEL PUMP  
RETEST OK

BPN 9H307, CC 42, CCC 021 CONNECTED TO NGS,TESTED EEC SYSTEM CODE KOEO P1111,  
KOEC P1111,TESTED FUEL PRESSURE 2 PSI, PIN POINT TESTED, TEST FUEL CIRCUIT OK  
REPLACED FUEL PUMP RETESTED FUEL PRESSURE 38

CAUSAL 9H307 CC 42 CCC 002 TEST ELECTRICAL SYSTEM AND REPLACED FUEL SENDER

8158 42 WARR 585 VERIFY CONCERN WDS DIAG 128800 D45 DX1 KOER PASS KOER PASS  
PERFORM FUEL SYSTEM TEST LOW FUEL PRESSURE PERFORM PINPOINT REPLACE FAULTY  
FUEL PUMP ASSY. REPEAT FINAL QUICK TEST ROAD

EEC TEST PASS, IGNITION DIAG. FUEL PRESS TEST O.B.S. REPLACED INTAKE FUEL PUMP. (OPEN  
PUMP)

8393 CHECK AND VERIFY CONCERN. PERFORMED EEC TEST FOR CODES. NONE PRESENT.  
CHECKED FIDB FOR FUEL. NOTE WHEN CAR STALLS FUEL PRESSURE DROPS. REMOVED FUEL  
TANK AND FUEL PUMP. NOTE DEGREE ON BOTTOM OF F

8347 48 9H807 .8 84800, 1.4 9380E V8 INSP NO START. TEST FUEL PUMP CIRCUITS, 0 PSI FUEL  
PRESSURE. REPL. FUEL PUMP DUE TO BURN OUT. REASS AND RETEST

8884 FUEL DELIVERY MODULE FAILURE. VERIFIED NO START PUSHED TO SHOP. CHECKED FOR  
CODES, NONE FOUND. CHECKED FOR FUEL PRESSURE AND SPARK. NO FUEL PRESSURE.  
CHECKED FUSE AT PWR DISTRIBUTION BOX, B

MO 6886 FUEL PUMP COSS PERFORMED EEC TEST. KOER PASS. KOER PASS. KOEC  
PASS. PERFORMED ROAD TEST AND MONITOR DIAG. FOUND FRP PID SHOWING 12 PSI UNDE

NGS HOOKUP, PINPOINT TEST, FUEL PSI TEST, R&R FUEL PUMP LACKS PSUR&R FUSE BLOWN  
FROM SHORTED PUMP

REPLACE FUEL PUMP.

DIAG CONCERN PINPOINT TO FUEL PUMP REPLACED FUEL PUMP VERIFY OPERATION

WDS START UP EEC TEST DATALOGGER POWER BALANCE FUEL PRESSURE TEST INJECTOR  
FLOW TEST PINPOINT REPLACED FUEL PUMP AND FUEL FILTER RETEST ROAD TEST

DIAG NO START WDS, FUEL PRESSURE TEST. FOUND PUMP FAILED REPLACE TEST OK

INOP EEC (QUICK TEST) DIAGNOSIS

PERFORM WDS DIAG. CODE P1233, FAILED FUEL LEAKDOWN AND DCL DISPLA Y. PINPOINT  
TEST. REPLACE SHORTED FUEL PUMP ASSURAN EVAP TEST AND RECHECKED.

CAR WILL NOT START DUE TO FAILURE IN FUEL SENDING UNIT NGS STARTUP TEST AND SELF  
DIAG. TEST. REMOVE TANK AND REMOVE FUEL SENDING UNIT AND REPLACE WITH NEW UNIT  
. CHECK ALL

CODE TESTED FOR COMP FOUND NO CODES DID PIN TEST DID ON VEH FUEL PRESS  
TEST. FOUND FUEL PUMP INTERMITTANTLY BAD. REMOVED F FUEL PUMP. FOUND IAC  
STICKING, REPLACED IAC UNIT RETESTED AND CLEARED NCODES RER

NOT WORKING PROPERLY EEC (QUICK TEST) DIAGNOSIS

REPLACE FUEL PUMP NO PRESSURE

VERIFIED, WDS HOOKUP, PINPOINT TEST, DCL DISPLA Y, FOUND DRIVE OUT OF SPECS, R&R  
SENSOR. CLEAR CODES AND RETEST. DRIVE STILL HAS LOW POWER, MONITOR ROAD TEST,  
VIEWED RECORDINGS, SHOWS LOW FUEL P

REPLACE FUEL PUMP EEC (QUICK TEST) DIAGNOSIS

CC439 ENGINE PERFORMANCE DIAGNOSIS REPLACED FUEL PUMP AND FILTER

ER62-822 8575

REPLACE FUEL PUMP

FAILED PUMP EEC (QUICK TEST) DIAGNOSIS

REPLACE FUEL PUMP AND FILTER

NO FUEL PRESSURE. RR FUEL PUMP AND FILTER

DIAG AND REPLACED FUEL PUMP AND FILTER

WDS, SELF TEST, DCL DISPLAY, IDLE DATA, POWER BAL, PINPOINT TEST, REPL FUEL PUMP, RETEST OK

FUEL PUMP INOP CAUSING VEHL NOT TO START 3 PERFORM ELECTRICAL TEST ON FUEL PUMP RELAY ,CHECK ALL FUSES PERFORM TEST ON NGS ,NGS START UP ,QUICK TEST ,PINPOINT

FUEL PUMP OPEN CIRCUIT,R AND R FUEL PUMP FILTER

FOUND FUEL PRESSURE LOW INSTALLED NEW FUEL PUMP ROAD TEST OK QUALITY CHECKED OK

8600 KOEO TEST,KOER TEST,DCL DISPLAY,FUEL PRES. AND LEAKDOWN TEST,INJECTOR FLOW TEST,IGNITION SYSTEM DIAG,PINPOINT TEST,REPLACE FUEL PUMP, REPLACE BLOWN FUSE FOR FUEL PUMP,RETEST. TECH 126L42 K

FUEL PUMP PRESSURE TEST ON VEHICLE 9H807 9350 8A407 DUMMY BE USED WITH OPERATION 9380E

R R FUEL PUMP AND REFILLED TANK

WEAK EEC (QUICK TEST) DIAGNOSIS

DOES NOT OPERATE PROPERLY EEC (QUICK TEST) DIAGNOSIS FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS ""LOW PRESSURE"" REPLACE ELECTRIC FUEL PUMP AND FUEL FILTER RECHECK OK

OK FUEL PRESSURE R/R FUEL PUMP

CGJ24 ENGINE PERFORMANCE DIAGNOSIS REPLACED FUEL PUMP

FAULTY FUEL PUMP EEC (QUICK TEST) DIAGNOSIS

CKED EEC SYSTEM FOR CODES P0480 FUEL SYSTEM CKED PUMP & REPLACED FUELED SYSTEM

TRACE FOR CODES AND EVAP PROBLEMS TESTED FUEL PRESS REPL FUEL MODULE

9648 FUEL PUMP 42 W CHECK PERFORM EEC TESTS SYSTEM PASS NO CODES CHECK PINPOINT TEST VECH. LOOSE FUEL PRESSURE AFTER SOME TIME RUNNING CHECK R/R FUEL TANK TO REP. FUEL PUMP ASSEMBLY RECHECK O.K. RO

EEC TEST CODE 1233, CK OUT REPLACE FUEL MODULE, REPLACE FUEL PUMP,  
CUST STATE THAT THE CAR HESITATES WHEN DRIVING ON THE FREEWAY AND  
STALLS. CAUSE: EEC TEST CODE 11 CHECK IGNITION SYSTEM CHECK FUEL PRESSURE OK HOOK  
UP NGS & MONITOR PIDS ROAD TEST FOUND FUEL PRESSURE

REPL FUEL PUMP UNIT

REPLACED FUEL PUMP ASSEMBLY

8993 42KOE0,PASS,P0401,P1233,KOE0,PASS, WARR. 481. VERIFY CONCERN. 12800,DX1,D46.  
CODES DD. J. REPLACE FUEL PUMP. REPLACE DPFE SENSOR. RE TEST,ROADTEST 3 MILES. OK  
AT THIS TIME. QUALITY INSPECTED

CONDITION, REPLACED FUEL PUMP AND SENDER.

1H307 NGS, PINPOINT, FUEL PRESSURE AND PUMP TEST. REPLACE FUEL PUMP AND RETEST.

CUST STATE THAT THE CAR STALLS WHEN DRIVING ON THE FREEWAY  
INTERMITTENTLY. CAUSE: EEC TEST KOER KOEO KOEC PASS FOLLOW PINPOINT PROCEDURE  
OK SECONDARY IGNITION GOOD KV ON ALL CYLINDER HOOK UP NGS MONIT

MML ON CODE O P1233 C P1233 FUEL PUMP SHORTED CAUSING FUSE TO BLOW IN POWER DIST.  
BOX WDS TEST MONITOR TEST FUEL PRESSURE TEST REPLACE 15 AMP FUEL PUMP FUSE AND  
FUEL PUMP 8536

NO FUEL PRESSURE EEC TEST CHECK FUEL PRESSURE REPLACE FUEL PUMP AND RETEST,  
CLEAR CODES AND

EEC TEST DCL, MONITOR ROAD TEST PINPOINT TEST REPLACED FUEL PUMP AND FUEL FILTER  
DIAGNOSIS, CHECK EEC CODE P1233. CHECK FUEL PRESSURE, 0 PSI. PERFORM DATALOGGER  
TEST. PINPOINT TEST, NO POWER TO THE M TIME, ABNORMAL DIAGNOSIS AND TO PUMP FUEL  
OUT OF TANK, TO REPLACE FUEL PUMP.

FUEL PUMP CC.42 BASIC# 8H307 M O 10581 NGS START UP,NGSD SELF TEST DTC  
P0171,P0402,NGS PID MONITOR REC. PINPOINT TEST,IGNITION SYSTEM DIAGNOSIS,FUEL  
PRESSURE

FUEL PUMP INOP

VERIFY CONCERN, RUN NGS TEST, R AND R FUSE, PERFORM FUEL PUMP PSI TEST, R AND I  
TANK FOR ACCESS. R AND R PUMP, VERIFY FX. ROAD TESTED. OK.

SERVICE TEST AND REPLACE FUEL FUEL PUMP

ROAD TEST BUCKS AT 35 TO 40 MPH INSTALL FUEL PRESSURE GAUGE ROAD TEST PRESSURE  
DROPS TO 4 PSI AT 40 MPH

WPI TEST SYSTEM, REPLACED FUEL PUMP PER BSM #13077.

11236 FUEL PUMP 8H307 42 NGS DIAG,P0301,PID DATA MONITOR ROAD TEST MONIT OR FUAL  
PUMP PRESSURE,AT HIGHER RPM'S FUEL PRESSURE DROPS BELOW SPECS 20PSI,REPLACE  
FUEL PUMP,REPLACE FUEL FILTER,CLEAR CODES

TECH 317 VERIFY CONCERN WDS DIAG PINPOINT TEST REPLACE SHORTED GROUND TEST AND  
REPLACE INT FUEL PUMP RECHECK OK

SECTEST PASS,DCL(MAP) FUEL PRESSURE TEST 88 LBS REC.MON ROADTEST 8  
MILES,REPLACED INTAKE FUEL PUMPINT OEPRN FUEL PUMP.

11362 CODE 42 1. ROADTEST TO DUPLICATE 2. ROADTEST 25 MILES , 3. INSTALL WDS, PERFORM  
EECTEST KOEO PASS , CONT PASS , KOER PASS 4. USING DATALOGGER , MONITOR PID FOR  
MAP , TRIM , HEGOS, FOUND EVER

11408 46 9H307 WTY TESTED FUEL PUMP BAD. REPLACEDFUEL PUMP, RETESTED AND ROAD  
TESTED GOOD. .

11364 46 9H307 WTY RAN EEC TEST NO DTCS, RAN PINPOINT, RAN PID DATA TEST, RAN FUEL  
PRESSURE TEST. FOUND FUSE BLOWN FOR FUEL PUMP CIRCUIT. FOUND FUELPUMP AND FUEL  
DRIVER MODULE SHORTED, CAUSED FUSE

MIL OFF(KOEO PASS)(KOEC PASS)(KOER PASS) CP 9H307 CC 42 TEST EEC W NGS(PASSKOEO  
PASSKOEC PASSKOER) DCL DISPLAY(PASS) FUEL PRESS LKDOWN TST(80PSI PASS) PERFORM  
NGS MONITOR ROAD

FUEL PUMP OPEN INTERMITTENTLY EEC TEST KOEO P1111 KOER P1111 KOEC P0171 DCL DIAG  
AND RECORDER MONITOR PINPOINT TEST IGNITION DIAG FUEL PRESSURE TEST 32 PSI AND  
DROPS TO 20 PSI REPLACE FUEL PUMP RETEST

IMPROPEROPATION 9H307 CC42 DIAG AND PINPOINT TEST. CK FUEL PRESSURE AND WIRING.  
REPLACE FUEL PUMP IN TANK. RETEST

58D SDIAG REPLACED FUEL PUMP

58DS DIAG REPLACED FUEL PUMP

NGS TEST NO CODES MONITOR PIDS, REPLACED FUEL PUMP PER 58M DUE TO TANK  
CONTAMINATION

INTERMITTENT FUEL PRESSURE. DEFECTIVE PUMP. REPL

TEST ON WDS RETRIVED CMDTCS KOEO PASS KOER SELF TEST MODULE PASS SELF TESTED  
CSM PASS RUN FUEL TEST LEAK DOWN 6.1 PSI ENGINE RUNNING 40 PSI I NJECTOR FLOW 124  
MS OK PUMP FAILED LEAK DOWN TE 8T REP

12572 42 KOEO PASS P1257 W TECH 371.VERIFY COMPLAINT PERFORM WDS DIAG 12650D 045  
D84 DX1,PERFORM VISUAL INSPECTION OK PERFORM FUEL SYSTEM DIAGNO FUEL PRESSURE  
PIN POINT TEST REPLACE FUEL PUMP ASS

12705 NGS SYTEM TEST CODE PASS KOER TEST CODE PASS 12680D 0.2 12680D61 0.6 9360E 1.4  
12680DX1 6.1 2.2 HRB TOTAL LABOR PID MONITOR TEST AND ROAD TEST DROPPING FUEL  
PRESSURE TO 11 PSI REPLACED DEFECT

RAN EECV TEST ALL PASS CK PID DATA ALL PIDS NORMAL FUEL PRESSURE AND DELNOX TEST  
PASS ALL GROUNDS CK VOLTAGE DROP THROUGH NEG BATTERY CABLE TEST DR OK UNABLE  
TO DUPLICATE UPDATE FROM SECOND CONTACT W1

MIL OFF O C R PASS FUEL PUMP PRESS DROPS TO 18LBS HOT MILES IN 13402M OUT 13408 WDS  
TEST MONITOR TEST SELF TEST FUEL PRESSURE TEST REPLACE FUEL PUMP 6636

TEST ENGINE ON 9JLD.S. TESTER DCL TEST PINPOINT TEST FOUND BAD FUEL PUMP.  
REPLACED FUEL PUMP AND FUEL FILTER AND CLEANED FUEL LINES

13668 12680D 2,DX1 1,040 1,081 3,046 3,08 1, 93608 3,9360E 1.4,9155A 4 NGS TEST, CODE  
P0401, DCL DISPLAY, MONITOR, FUEL PRESSURE AND PINPOINT TEST. LOSS OF FUEL  
PRESSURE UNDER LOAD. REPLAC

3 36 WDS START UP PINPOINT TEST FOUND FUEL PRESSURE LOW (2PSI) KOEO P0401 POW  
BAL FOUND PUMP BAD REMOVED TANK REPLACED PUMP CLEAR CODES REASSEMBLE  
RETEST 40 60PSI ALL OK

EEC TEST P1111 DCL COMPRESSION TEST ION TEST FUEL TEST FAIL PINPOINT REPLACE  
FAULTY FUEL PUMP NGS ROAD TEST RETEST OK



FUEL PUMP FAILURE  
PRESSURE TEST 28 PSI

FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

FUEL PUMP FAILED

WDS,PINPOINT,FUEL PRESS TESTS,REPLACE FUEL PUMP ASS

NO FUEL PRESSURE FUEL PUMP FAILED. REPL FUEL PUMP

15042 FUSE F 12 BLOWN 48 WDS QUICK TEST. CODES P1233. RAN PINPOINTS, FUEL RAIL PRESSURE 0 PSI, FUELPUMP FEEDBACK FAULT. CHECKED VOLTAGE TO DRIVER MODULE, GROUND OK, NO 12V. FOUND FUSE F12 OPEN. TRA

RAN EEC TEST CODE P0304 DCL DISPLAY PID MONITOR ROAD TEST IGNITION SYSTEM TEST FUEL PRESSURE TEST PINPOINT TEST REPLACED FUEL PUMP REPROGRAMMED PCM RETEST PASSED

18648 8-207 42 WARR TEST DRIVE AND VERIFIED CUST CONCERN PERFORMED WDS STARTUP,PERFORMED EEC SELF TESTS KOEO P1000 KOER P1000 CONT P1000 PERFORMED DCL MONITOR ROAD TESTS AND WHILE DRIVING FOUND FR

EEC TEST NO CODES ALL PIDS IN SPECT FUEL LEAK DOWN TEST EXCESSIVE REPLACE FUEL PUMP & REPROGRAM PCM RETEST OK

17221 CC 42 EEC TEST, PID MONITOR, FUEL PRESSURE TEST, PINPOINT TEST, REPLACE FUEL PUMP, REPEAT FINAL OUNG TEST

REPLACED FUEL PUMP

TEST AND REPLACED FUEL PUMP AND FUEL FILTER

TEST EEC WITH NGS RUN DCL CAPTURE AND ANALYZE DATA PINPOINT TEST FUEL 30 40 20 DROP REPLACE WEAK PUMP AND RETEST PASS RT 5 MILES

NGS EEC TEST KOEO PASS 10 PASS ER PASS DCL DISPLAY OK FUEL PRESSURE TEST 48 PSI HOLDS 60 SEC TEST IGNITION SYSTEM OK ROADTEST WITH NGS DCL MONITOR PINPOINT FFR 10 PSI NECC TO REPLACE WEAK FUEL PUMP AN

CHECKED EEC SYSTEM FOR CODES (P0133, P1131 AND P0171) CHECK FUEL PRESSURE (REPLACED FUEL PUMP AND FUEL FILTER) ROADTEST

OK OUT CKD WIRING INSPCT GRNDS ECT ALSO LKD AT FUEL PUMP FND SCREEN PLUGGED REPLCD THAT AND FILTER RETEST OK

REPLACE FUEL ASCENDING UNIT. ENTERED BY WPL

VERIFY, FOUND FUEL PUMP NOT OPERATING PROPERLY, REMOVE & REPLACE FUEL PUMP AND FUEL FILTER

CHECKED EEC SYSTEM FOR CODES (NO CODES FOUND) R&R FUEL TANK TO REPLACE FUEL PUMP AND FUEL FILTER.

20643 FUEL PUMP ROAD TEST IN CITY FOR LONG TIME AND LET CAR IDLE FOR LONG PERIODS. DID NOT GET CAR TO ACT UP PERFORMED EEC TESTS ALL PASSED. MONITORED AND RECORDED PIDS AND COMPARED WITH PCED PIDS A

NGS HOOK UP KOEO CODE (P0480) PERFORMED OUT STATE MODE TO TEST FUEL GAUGE (0 0 OKAY). PERFORMED INSTRUMENT CLUSTER

TOW IN NO START, FOUND INTERNAL FAILURE IN FUEL SENDER, REPLACED

RAN FUEL PRESSURE TEST IT FAILED REMOVED AND REPLACED FUEL PUMP

CC28 M O 4871 INSTALLED NGS RAN SELF TEST NO CODES OK FUEL PRESS 80PSI AND FLUCTUATING, RAN PID MONITOR, R AND R FUEL TANK AND

REPLACE FUEL PUMP FUEL PUMP ELECTRIC (IN TANK) REPLACE

DOES NOT OPERATE PROPERLY WDS DIAG PINPOINT TEST PID MONITOR FUEL PRESSURE TEST REPLACE FUSE REPLACE FUEL DELIVERY MODULE

DOES NOT OPERATE PROPERLY WDS DIAG PID MONITOR TEST PINPOINT TEST FUEL PRESSURE TEST REPLACE FUSE AND FUEL DELIVERY MODULE AND RETEST  
TEST DRIVE HESITATES & HAYSIES ON ACCEL WDS HOOK UP KOEO P1111 KOER P1111 KOEC P1111. FUEL TEST FINDS FUEL REPLACE FUEL PUMP & SENDER ASSEMBLY. RETEST OK QUALITY CHECK BY K.O.

EEC TEST P1131 PIN POINT TEST, OKED FUEL PRESSURE, R&R FUEL TANK TO REPLACE FUEL PUMP, REPLACE FUEL FILTER ROAD TEST OK

SHORTED EEC (QUICK TEST) DIAGNOSIS

21730 42 WTY 1. CRANKS WONT FIRE 2. EEC TEST CODE P1233 3. PERFORM PINPOINT TEST 4. PERFORM FUEL SYSTEM PRESSURE TEST FAILED 5. PERFORM PIDS MONITOR, MONITOR FRP SENSOR PASS 6. REPLACE FUSE #12 BLOWN 7.

VEHICLE CRANKS BUT DID NOT START, EEC TEST CODE P1237 IN MEMORY, NGS DCL TEST. 0 PSI AT FRP SENSOR

VERIFY CONCERN AND TEST WITH WDS NO CODES PERFORM SEVERAL PINPOINT TESTS AND TRACE TO AND REPLACE FUEL

FUEL PUMP LOSING PRESSURE REPLACE FUEL PUMP

NGS EEC TEST KOEO PASS 10 PASS ER PASS DCL DISPLAY OK FUEL PRESSURE TEST 86 PSI HOLDS 80 SEC TEST IGNITION SYSTEM OK ROADTEST WITH NGS DCL MONITOR PINPOINT FRP 16PSI NOT ACCELL NEG TO REPLACE WEAK FU

OK FOR SPARK OK WDS OK FOR FUEL PRESSURE 2.2 LBS OK FOR POWER AT FUEL PUMP OK GROUND OK R&R FUEL TANK, REPLACE FUEL PUMP, CHANGE FILTER, RETEST OK TEST DROVE OK CODE #42 CAUSE ALH307

SHORTED OUT FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

DOESNT OPERATE PROPERLY FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

NGS TEST O111 C1233 R1111 CHECK FUEL PRESSURE RPL FUEL PUMP AND DRIVER MODULE RETEST

8281 FUEL PRESS BLEEDING OFF, FUEL PUMP NOISEY DROPPED FUEL TANK REMOVED+REPLACED FUEL PUMP REINSTALLED TANK RETEST OK

NGS TESTED AND CODE PASS PINPOINT TESTED AND MONITOR PIDS AND FUEL PRESSURE AND REMOVED AND REPLACE FUEL PUMP AND RETESTED OK.

8880 EEC TEST, NO DTC CODES, DCL CHECK SENSORS, CHECK IGN. SYSTEM, MONITOR RECORD PIDS, CHECK FUEL SYSTEM, PINPOINT TEST, REPLACE FPM MODULE AND WEAK FUEL PUMP, RETEST. 8H807 CC 28 QUALITY CHECKE

SHORTED EEC (QUICK TEST) DIAGNOSIS

FUEL PUMP EEC (QUICK TEST) DIAGNOSIS

FUEL TEST,IGNITION TEST,COMPRESSION TEST,EEC TEST,PINPOINT TEST,REPLACE FUEL PUMP,REPROGRAM ANDRETEST

RESTRICTED FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

NGS DIAG. KOEO, CONTINUOUS, PASS. KOER, PASS. PIN POINT TESTS NGS PIDS PASSED. MANUAL FUEL PRESSURE TEST WITH VEC RUNNING IN HOT AFTERNOON. FUEL PRESSURE DROPPED 12# IN 16 MINUTES. REPLACED WEAK IN TA

BPN 9H307, CC 42, CCC D41 CONNECTED TO NGS,TESTED EEC SYSTEM CODE KOEO P1111, KOEC P1111,KOER P1111,PIN POINT TESTED ,TESTED PID DATA ROAD TESTED PIDS ALL OK TESTED FUEL PRESSURE DROPPING TO 22PSI RE

0H307 49 RAN ENG. DIAGN., CODES YK060 P1233, KOEC P1233, KOER P1111. RAN FUEL SYM. TESTS. CHECKED & CLEANED ALL GROUNDS AS PER

1 TEST EEC,PINPOINTS,TEST AND REPL FUEL PUMP ASSY CCC D02 CC 42 KLI

NOF EEC (QUICK TEST) DIAGNOSIS

EEC (QUICK TEST) DIAGNOSIS EXTRA TIME TO REPEAT FINAL QUICK TEST

VERIFIED NO START, PERFORMED EEC, PINPOINT TESTS, FUEL PUMP TEST & PSI, REPLACED FUEL PUMP, PERFORMED EVAP RUNNING LOSS TEST TO ASSURE FUEL SYSTEM SEALED. CLEAR CODES

FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

RUN NGS P0131 RUN DCL RUN NGS ROAD TEST, TEST FUEL PRESS 20 PSI RUN PREPARED FUEL PUMP & FILTER RETEST REPLACED MASS AIR FLOW SENSOR & CLEAN FUEL TANK AND LINES.

EEC SYSTEM TEST MONITORED PIDS TEST DROVE APR 6 8 MILES NPF CALL HOTLINE WHICH REQ VERIFY ON GROUND G1 G41 G85 AND G84 ALSO THAT IF CONCERN WAS PRESENT WITH LOW FUEL TANK TO REPLACE FUEL PUMP REPLACE

FUEL PUMP VERIFIED CONCERN RAN NGS TEST AND REPLACED FUEL PUMP POST ROAD TEST AND RETEST OK CONCERN CORRECTED

VEH WILL NOT START DUE TO OPEN CIRCUIT IN FUEL PUMP WDS START UP; KOEO SYSTEM PASS; DATALOGGER; PERFORM PINPOINT TEST; PERFORM FUEL PRESSURE TEST; REPLACE FUEL PUMP;

9183 VERIFIED CUSTOMER CONCERN ROAD TESTED VEHICAL CHECKED FUEL PRESSURE . AND FOUND THAT FUEL PRESSURE WAS DROPPING RAN OASIS AND FOUND 85M 15418 FOUND TANK CONTAMINATED PERFORMED 85M 15418 CLEANED

W08 TEST REPLACE FUEL PUMP

1AG REPLACED FUEL PUMP

REPLACE FUEL PUMP, AND FILTER.

9916 W 16880E1 E6 E18 E20 E1X1 KOEO P1000 KOER P1000 KOEC P1000 REPLACE FUEL PUMP ASSEY RETEST P1000 42

24 04307 EEC TEST PASS; FUEL PRESSURE TEST OK AT 48PSI; IGNITION SYSTEM

REPLACED FUEL PUMP

10246 FUEL PUMP 26 W/ ROAD TESTED AND VERIFIED CONCERN. PERFORMED WDS DIAG. 16880E1,E1,E1X1,E2,E5,E10,E20,E24,E30. RETRIEVED NO DTC. FOUND LOW FUEL PRESS. AT ACCEL. PERFORMED PINPOINT TESTS AND FOUND

FAULTY FUEL PUMP,MODULE & LOOM EEC (QUICK TEST) DIAGNOSIS

VERIFY CONCERN, EEC TEST AND TEST FOR FUEL PRESSURES REPLACE FUEL PUMP

TEST AND REPLACE FUEL PUMP, REPAIR WIRING

10400 VERIFY CONCERN EEC TEST PINPOINT TEST PIDS. MONITOR AND RECORD FUEL PRESSURE TEST REMOVE FUEL TANK CLEAN OUT DEBRIS FROM THE TANK R&R FUEL PUMP CLEAR ALL LINES TO FUEL RAIL CLEAN RAIL POST TEST

TESTED AND REPLACED INTANK FUEL PUMP AND ROAD TEST OK NOW

10500 VERIFY CONCERN AND DIAGNOSE, PERFORM WDS START UP, PERFORM KOEO SELF TEST, EEC SYSTEM PASS, PERFORM DATA LOGGER AND MONITOR PIDS, NO POWER TO FUEL PUMP, CHECK FUSE AND REPLACE BLOWN FUSE, ST

1 CODE P1235PERFORMED PINPOINT TESTS KE1 KE12.FUEL PUMP SEIZED AND MODULE DAMAGED.REMOVED FUEL TANK,INSPECTED FOR DEBRIS,SCREEN MISSING OFF OF OLD PUMP,NO SCREEN IN FUEL TANK.REPLACED FUEL PUMP IN

10575 AFTER TOW IN, START UP AND RUN OK, UNDER LOAD ENGINE BOGGED AND STALLED. NO START. RAN SELF TEST P1233. FUEL PRESSURE TEST 0 PSI CHECKED PUMP ELECTRICAL FUSE P12 BLOWN FOR PUMP REPLACED FUSE E

10580 FUEL PUMP FAILING DUE TO HOT WEATHER WARRANTY EEC TESTED PASSED CODE P1111. CALLED OASIS FOR TEST OR SENS NONE. TEST DROVE TO DUPLICATE CONCERN WITH NGS TO MONITOR PIDS. FOUND PRP SENSOR VOLT

FOUND NO FUEL PRESSURE CONDITION CK FUEL PUMP,HAS POWER,PUMP INTERNALLY FAILED REPLACE FAILED FUEL PUMP

CHECK FOR NO START. CAR STARTS. WDS TEST EEC. NO DTC. DCL DISPLAY. IDLE DISPLAY. POWER BALANCE. FUEL PSI LEAKDOWN.

EEC V DIAG. SELF TEST,NO DTC,FUEL PUMP TEST (40 PSI),IGN. DIAG. (10 KV),NGS DCL DISPLAY DIAG.,NGS RECORD MONITOR,PINPOINT TEST,REPL. FUEL PUMP ASSY. (MOTOR FAILED WHEN HOT),REPL. FUEL FILTER,ROAD TEST

11005 NGS SYSTEM TEST CODE PASS KOER TEST CODE PASS 12500 0.2 1260001 0.5 93505 0.3 93500 1.4 126000X1 0.1 2.4 HRS TOTAL LABOR PID MONITOR AND ROAD TEST ALSO PERFORMED FUEL PRESSURE DROPS WHEN HO

RUN NGS P0131 RUN DCL DISPLAY RUN NGS ROAD TEST LEAN, RUN FUEL TEST 20PP TEST H41 REPLACED FUEL PUMP LOW PSI, REPLACED FUEL FILTER RETEST.

REMOVE TANK. REMOVE FUAL PUMP ASSEMBLY INSPECT INSIDE OF TANK, AFTER CHECKING FOR COOES AND FUEL PRESSURE, REPLACE FUEL PUMP, TANK & FILTER. PERFORMED FINAL CHECKS AND ROAD TEST EVERYTHING CHECK OK

EEC TEST WDS KOEO PASS KOEC PASS KOER PASS ROAD TEST MONITOR AND RECORD PIDS FUEL PRESSURE DROP AFTER DRIVING R&R FUEL TANK CLEAN TANK REPL. PUMP AND FUEL FILTER

FUEL PUMP QUIT EEC (QUICK TEST) DIAGNOSIS

RAN SERVICE BAY DIAG. NO CODES, CHECK IGNITION SYSTEM OK, MONITOR FUEL PRESSURE WHILE DRIVING, DROPS, REPLACE FUEL PUMP, FILTER, & CLEAN DEBRIS FROM TANK & RETEST OK

TECH 1017 VERIFIED CONCERN, RAN NGS NETWORK TEST, PASSED, RETRIEVED CONTINUOUS MEMORY CODES FROM PCM, FOUND CODE P1237 RAN NGS KOEO TEST, ALSO FOUND CODE P1237, DROPPED FUEL TANK TO ALLOW TESTING REBI

R&R FUEL PUMP MODULE

11880 REPLACE FUEL PUMP 9H307 CC42 PASS PASS PASS TEST FUEL PRESSURE, PIN POINT TEST, REPLACE FUEL PUMP, CLEAN OUT LINES W AIR, RETEST. (SERVICE PART)

CHECK FOR NO START NO FUEL PRESSURE CHECK FUSES AND RELAYS. REPLACE BLOWN FUSE TO RELAY. FUEL PRESSURE TEST. PUMP HAS POWER BUT DOES NOT RUN. R&R FUEL TANK REPLACE FUEL PUMP RETEST ROADTEST.

REPLACED FUEL PUMP., EEC TEST P1237, PINPOINT TEST HB47 64, INSPECT

12649 42 KOEO P1235 W TECH 371, VERIFY COMPLAINT PERFORM WDS DIAG 12680 D45 OX1, PERFORM FUEL SYSTEM DIAG, R&R FUEL TANK CLEAN FUEL TANK ASSY, REPLACE FUEL PUMP, SERVICE PART, RETEST ROAD TEST OK AT T

DIAG NO START WDS TEST CODE 1296 TEST FUEL PUMP, REPLACED DRIVER MODULE NO POWER REPLACED PUMP PUMP INOP

REL FUEL PUMP AND VAPOR MANAGEMENT VALVE. RETEST. INSP EVAP SYSTEM FOUND FUEL TANK WAS WARPED AT THE FUEL PUMP ENTRANCE. REPL FUEL TANK, REINSTALL FUEL PUMP. RETEST PASS

EEC TEST PASS PINPOINT TEST IGNITION SYS TEST PASS FUEL PRESS TEST FAIL 0 PSI OK FUEL PUMP WAS BAD REPL FUEL PUMP CAR 8

ROAD TEST MONITOR PIDS CHECK FUEL PRESSURE OK PINPOINT CLEAN FUEL LINES PINPOINT TEST FUEL PUMP HAS INTERM OPEN CIRCUIT INSTALL NEW FUEL PUMP RETE

13088 PERFORM WDS TESTS, KOEO, KOER, DATA LOGGER, FUEL PRESSURE, FUEL LEAKDOWN, INJECTOR FLOW, POWER BALANCE TESTS PINPOINT DIAGNOSIS HC1 HC11 REPLACE FUEL PUMP ASY (WEAK LEAKING DOWN)

13288 FUEL PUMP 42 VERIFIED CONCERN PERFORM EEC TEST NO CODES PER FORM IDLE DATA, DCL DISPLAY, RELATIVE INJECTOR FLOW, FUEL PUMP LEAKDOWN AND FUEL PUMP RUNNING FLOW AND FUEL PRESSURE DROPPING AFTER VEH

VEHICLE CRANKS BUT WILL NOT START, RAN EEC TEST. NO CODES, CHECK FUEL PUMP, FOUND NO FUEL PRESSURE

CHECK FUEL PRESSURE, BELOW SPEC REPLACE FUEL PUMP AND TEST DRIVE OK

EEC TESTED MONITOR PIDS TEST OK POSSIBLE VALVES STICKING INSTALLED NEW FUEL DELIVERY MODULE PUMP HAD TO DROP TANK & FLUSH OUT ALSO INSTALLED NEW FUEL FILTER FLUSHED OUT FUEL LINES & TEST DROVE

DIAGNOSIS TO REPLACE FUEL PUMP

1 EEC TEST, PINPOINT TEST, DCL LINK, DCL LINK ROAD, FUEL PRESSURE LOSS ON ACC. REPLACE FUEL PUMP, RETEST ROAD TEST OK

13552 9H307 CC42 EEC TEST PASS PASS PASS, FUEL PRESS. TEST 40 PSI, IGN. SYSTEM TEST, NGS ROADTEST PID MONITOR, NGS DCL DISPLAY, REPLACED FUEL PUMP, ROAD AND RETESTED P1000.

EEC (QUICK TEST) DIAGNOSIS

TEST AND REMOVED FUEL TANK AND CLEANED AND REPLACED FUEL PUMP REASSEMBLE AND RECHECKS OK

INSTALLED WDS PERFORMED QUICK TEST MONITOR PID DATA POWER BALANCE TEST CHECKED TIMING CHECK FUEL PRESSURE OK LOAD TEST

TEST W06, REPLACED FUEL PUMP, RETEST

14081 KOEO TEST, KOER TEST, DCL DISPLAY, FUEL PRESS AND LEAKDOWN TEST, INJECTOR FLOW TEST, IGNITION SYSTEM DIAG, PINPOINT TEST, REPLACE FUEL PUMP ASSY., REPLACE FUEL PUMP FUSE, PERFORM EVAP TESTS 9000 9000

9H007 42 RAN ENG. DIAGS., CODES YK0EO P1111, KOEC P0232, KOER P1111. RAN PINPOINT TESTS. CLEANED & TIGHTENED GROUNDS AS PER BSM.

GAS COMING OUT OF TANK. PINPOINT TESTED. LOWERED GAS TANK. FOUND FUEL PUMP LINE DISCONNECTED. FUEL PUMP CLIP BROKEN. REPLACED FUEL PUMP AND RETESTED, OK.

VERIFIED CRANK NO START CONCERN. CK SPARK OK. CK FUEL PRESSURE 0 PSI. CK FUSE BLOWN. REPLACED FUSE. CK FOR SHORTS NO SIGN OF SHORT. REPLACED FAULTY FUEL PUMP. ROAD TESTED. VERIFIED REPAIR. MD

EEC TEST CODE P1233 PINPOINT TEST MONITOR PIDS DCL REPLACE FUEL PUMP AND FILTER FOUND BLOWN 15AMP FUSE REPLACE FUSE ROAD TEST RETEST O.K.

CHECK FUEL PUMP ROADTEST TO VERIFY, HOOK UP WDS TEST EEC NO CODES ROADTEST AND MONITOR FRP SENSOR READING FLUCTUATES FROM 25 50, CHECK PRESSURE WITH MANUAL GAUGE BELOW 30 PSI CONSISTENTLY, REMOVE TA

14918 9H007 COND. CODE 42 12800 2 DX1 .1 D45.5 D50.1 D81.5 D55.3 93608.3 E 1.4 EEC TEST N KOEO PASS KOEC PASS. KOER PASS. PERFORM DCL DISPLAY. PERFORM DCL RECORDER MONITOR. P

NGS EEC SELF TEST P1233 P1233. DCL DISPLAY FPM CIRCUIT 0%. 0.3 M TIME TO R AND I REAR SEAT AND CARPET TO ACCESS DRIVER MODULE PINPOINT TEST CIRCUITS NO POWER TO MODULE REPLACED OPEN FUSE 12 IN DISTRIB

NGS, FUEL PRESSURE TEST, PINPOINT TEST, REPROGRAM PCM TO UPDATE CALIBRATION, REPLACE FUEL PUMP, OPEN CIRCUIT

NGS TEST, KOEO PASS, KOEC PASS, KOER PASS. FUEL PRESSURE TEST FAILED. R R FUEL PUMP, OLD ONE OPEN. 1

NO START PUMP ASSEMBLY FUEL TEST DIAGNOSIS REPLACE FUEL PUMP

WDS, FUEL PRESSURE TEST 0 PSI PINPOINT TEST, REPLACE OPEN CIRCUIT FUEL PUMP

FOUND FUEL PUMP INTERNALLY FAILED NEEDS REPLACEMENT INSTALL NEW FUEL PUMP TEST DRIVE

15782 VERIFY CONCERN AND DIAGNOSE, PERFORM WDS START UP, PERFORM KOEO SELF TEST. EEC SYSTEM PASS, PERFORM DATA LOGGER AND MONITOR PIDS, PERFORM IGNITION SYSTEM TESTS, PERFORM FUEL SYSTEM PRESSURE

WDS DIAG FUEL SYS TEST PINPOINT RR FUEL TANK FLUSH TANK AND LINES REPL PUMP AND FILTER RETEST

VERIFIED AND RAN EEC TEST AND IGNITION TEST. OK CHECKED FUEL PRESSURE AND REPLACED PUMP IN TANK. RETEST AFTER REPAIR OK

FUEL PUMP PERFORMED WDS DIAGNOSIS, DATA LOGGER, FUEL PRESSURE, PIN  
POINT, REPLACED

EEC V DIAG, SELF TEST, NO DTC, FUEL PUMP TEST (40 PSI), IGN. DIAG. (10 KV), NGS DCL DISPLAY  
DIAG, NGS RECORD MONITOR, PINPOINT TEST, REPL. FUEL PUMP ASBY. (LOOSE PRESS. WHEN  
HOT), REPL. FUEL FILTER (RECOMM)

TEST DROVE TO VERIFY. WDS STAR TESTED. NO CODES. MONITORED FUEL PRESS. SURE WHILE  
DRIVING, FUEL PRESSURE DROPPED WHEN VEHICLE STALLED. REPLACED FUEL PUMP, TEST  
DROVE TO VERIFY REPAIR.

16500 D, DX1, D45, D25, D21, 35800 NO CHECK ENG. LIGHT, USE NGS TO RUN QUICK TEST PASS  
PASS, RUN DCL TO CHECK AND MONITOR PIDS, CHECK IGN. SYSTEM, CHECK FUEL PRESS, NO  
FUEL PRESS, CHECK FUEL PUMP RELAY

DIAGNOSE NO START CONDITION, REPLACE FUEL PUMP, RETEST O.K.

TEST AND REPLACE FUEL PUMP, RETEST

FUEL PUMP FAILURE FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

TEST DROVE, OK FUEL PRESSURES, LOSING PRESSURE AT TIMES, REMOVED FUEL, REMOVED  
TANK, REPLACED PUMP AND FILTER, INSTALL TANK AND REFULL, TEST DROVE.

WDS KOED P1111 KOED P1111 KOER P1111. FUEL PRESSURE TEST PINPOINT &  
REPLACE FUEL PUMP. OPEN CIRCUIT. MIL OFF. TECH 117.

NOT OPERATING PROPERLY EEC (QUICK TEST) DIAGNOSIS

17764 CHECK ENGINE STALLS CC42 CHECKED FOR ENGINE STALLS RAN EEC TEST FOR CODE  
KOED KOER DATA LOGGER FUEL PRESSURE LEAKDOWN FOUND WOULD NOT HOLD FUEL  
PRESSURE REMOVED FUEL TANK AND INSTALLED NEW FUEL

VERIFIED CONCERN FOUND FAULTY FUEL PUMP REPLACED FUEL PUMP RECHECKED OK

1 EEC TEST, NO CODES, IGNITION TEST, SPARK PRESENT AND TIMING AT 10 DEG, FUEL  
PRESSURE TEST, 0 PSI, TESTED FUEL PUMP CIRCUIT

FUEL PUMP EEC (QUICK TEST) DIAGNOSIS

FUEL PUMP INOP

FUEL PUMP DOES NOT OPERATE PROPERLY

SELF TESTED EEC, CODE P0460, PINPOINT TEST, DCL MONITOR DISPLAY, DIAGNOSED AND  
TESTED THE FUEL GAUGE SENDING UNIT

FUEL PUMP PERFORMED WDS, DCL, PIN POINT, FUEL PRESSURE, REPLACED FUEL  
PUMP.

PERFORM EEC TEST, NO CODES FOUND, PERFORM IGNITION SYSTEM TEST AND FUEL  
PRESSURE TEST. REMOVE FUEL TANK TO ACCESS

19126 EEC TEST P1111 DCL IGNITION TEST FUEL TEST PINPOINT REPLACE FUEL PUMP AND  
FILTER NGS ROAD TEST RETEST OK

EEC TEST PINPOINT TEST MONITOR FIDCS FUEL PSI TEST WHILE DRIVING 33 TO 9 PSI RR FUEL PUMP CLEAN TANK AND LINES DRIVE

VERIFIED CONCERN FUEL DELIVERY MODULE INOPERABLE. GAINED ACCESS REMOVED AND REPLACED...FUEL PUMP FUEL DELIVERY MODULE...CLEANED TANK...VERIFIED CONCERN FIXED

EEC V DIAG, SELF TEST, CODE P1233, FUEL PUMP TEST (0 PSI), IGN. DIAG. (10 KV), NGS DCL DISPLAY DIAG, NGS RECORD MONITOR, PINPOINT TEST, EEC WIRING PINPOINT TEST, REPL. 15 AMP FUSE (FUEL CIRCUIT), NO FUEL PRESS

VERIFY VEH STALLED DIAG AND REPLACED FUEL PUMP AND FILTER REPLACED BOTH OK

19440 TECH NO. 40 ENGINE LOSTS POWER AT CRUISE. INSTALLED WDS AND PERFORMED EEC TESTS KOED P1111, KOER P1111, NOCONT P1111. RAN DATALOGGER TEST AND FOUND FRP DROPPING DURING POWER LOSS. ALL OTHER

EEC TST PINPOINT TEST FUEL PUMP TEST REPLACE FUEL PUMP

19754 TEST EEC P1233 PID DATA TEST AND REPLACED FUEL PUMP FUSE AND RETEST AND R&I FUEL TANK AND CLEANED TANK AND LINES AND REPLACED FUEL PUMP ASSY. AND REPLACED FUEL FILTER AND TEST INJ. FLOW AND R

42 FUEL PUMP EEC TEST P1237, DCL DISPLAY TEST, NGS MONITOR RECORDER TEST, FUEL PRESSURE TEST ORSL PINPOINT TEST AND REPLACED FAILED

RR FUEL PUMP OUT OF SPEC. RR FUEL PUMP ASY

NO FUEL PRESSURE SEE RO

FUSE BLOWN AND PUMP SHORTED NGS SYSTEM AND PINPOINT TEST PER CODE P1233 FOUND FUSE BLOWN REPL. FUSE BLOWN REPL FUSE AND RETEST FOUND FUEL PUMP SHORTED BLOWN FUSE REPL. FUEL PUMP RETEST ROAD TEST

EEC TESTS REPLACE FUEL PUMP

CODE ROAD TEST

SCOPE TEST EEC KOED PASS KOEC PASS KOER PASS NGS PID MONITOR FUEL BETWEEN 21 40# PINPOINT TO FUEL IF REGULATOR OR MODULE

NTWDS WDS DIAGS.

FUEL PUMP 15PSI FUEL PUMP ELECTRIC (IN TANK) REPLACE

21969 INTERNAL ENGINE CONCERN. NOTE: VEHICLE HAD ORIGINALLY BEEN DIAGNOSED FOR LINE A PART WAS ORDERED THEN WAS TOWED BACK IN AS A NO START. 83608, 12860068, 12860047. TESTED FUEL PRESSURE, OK. RECHECK

21969 42 GAUGE IS 9278, IN 1207 W RAN ON WDS, FOUND CODE P1237 IN PCM. RAN PINPOINT TEST, FOUND NECESSARY TO REPLACE FUEL PUMP. REPLACED AND RETESTED, OK AT THIS TIME

CHECK EEC TEST CONT PASS KOER PASS KOER PASS INSTALL VDR TO MONITOR SYSTEM ROAD TEST NUMBER OURS TIME REPLACE GROUND G1 CORRODED LET CUSTOMER DRIVE WITH HDR COMPLETE 4 RECORDINGS ON VDR REPLAY RECORD IN

FUEL PUMP EEC (QUICK TEST) DIAGNOSIS



DOES NOT WORK PROPERLY FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS

R AND R FUEL PUMP

D02 EEC (QUICK TEST) DIAGNOSIS

1 VERIFIED CONCERN HOOK UP TO WDS KORO PASSMONITORED PIDS FOUND FAILED FUEL PUMP REPLACED FAILED FUEL PUMP THIS IS A RENTAL CAR COMPANY SO WE ARE ALLOWED TO CHARGE FORD FOR THE TOW BILL

NGS TEST, NO CODES, FINTEST RAN FUEL PRESSURE TEST WITH MANUAL GAUGE AND MONITORED PIDS WITH NGS FOUND FUEL PRESSURE DROPPING 9 PSI UNDER LOAD NECC TO R/R FUEL TANK REPLACED FUEL PUMP AND FUEL FILTER C

R RR FUEL PUMP ROAD TEST

24704 BLOWN FUEL PUMP, FUSE, RAN P P TEST, CHECKED FOR SHORTS, INSPECTED WIRES FROM INERTIA SW TO PUMP MODULE FOR SHORTS, FOUND HIGH CURRENT DRAW ON PUMP, R R FUEL PUMP AND FILTER, AND VERIFIED RE

FUEL PUMP FUEL PUMP ELECTRIC (IN TANK) REPLACE

CCC D21 EEC TEST FOR INTERM DIES IN FLIGHT, FUEL PRESS TEST DIAG R/R FUEL TANK, REPL FUEL PUMP, RETEST PRESS OK

FUEL TANK REMOVE AND INSTALL OR REPLACE

DIAGNOSE STALLING CONCERN, SET UP NGS, RUN QUICK TEST, PASSED RUN NGS MONITOR AND RECORD ROAD TEST, NO FAULTS DETECTED, REMOVE AND INSTALL BACK SEAT, REMOVE AND INSTALL FUEL TANK, REMOVE AND REPLACE FU

FUEL PUMP CUTTING OUT, FUEL PUMP MODULE SHORTED, EEC TEST RECVD CLEAR CODES, FUEL PRESSURE TEST, ON ROAD MONITOR TEST, CIRCUIT TEST PIN TEST REPLACED THE FUEL PUMP

25720 25755 PERFORMED 4R27E TRANS DIAG NO DTCS FLUID FULL MOUNTS OK ELSC OK NOTE TRANS HAS AER TRAN EXCHANGE IN IT W NO HIST PERFORMED ROADTEST W NGS MONITOR PERFORMED ABNORMAL DIAG PERFORMED PINPOI

REPLACED FUEL PUMP AND FUEL FILTER

NGS SEFL TEST PASS, INSTALL FUEL PRESSURE GAUGE AND ROAD TEST WITH NGS, MONITOR FRP AND GAUGE, PINPOINT TO AND REPLACE FUEL PUMP, RECHECK AND ROAD TEST.

27998 PERFORMED FUEL PRESSURER TEST FOUND LOW FUEL PRESSURER, REPLACED FUEL PUMP ASSEMBLY RETESTED FUEL PRESSURER AT NORMAL SPEC. OUT MILES 27940

INSTALL WDS RETRIEVE CODES P1287 CHECK FUEL PRESSURE WITH MANUAL GAUGE RAN PINPOINT TEST PUMP ALL FUEL FROM TANK REMOVE TANK FROM VEHICLE REPLACED FAULTY FUEL PUMP ASSEMBLY REFILLED WITH FUEL RE

RAN EEC TEST INC SYSTEM TEST VERIFY VEHICLE WILL NOT START FUEL PRESSURE TEST ON VEH OPS PIN POINT TEST ON FUEL SYSTEM F FOUND FUEL PUMP NOT WORKING REPLACED PUMP AND FUEL FILTER OK

30224 04307 CC42 TEST OBD II CODES P1111, K0E0, K0E1R, P0300, P0402, CONT. PERFORM NGS DCL DISPLAY OK, TEST FUEL PUMP 50 PSI & 30 PSI LEAKDOWN, PIN POINT & REPLACE FUEL PUMP & PERFORM NGS MONITOR TEST

VEHICLE CRANKED FOR APPROX. 4 SECONDS BEFORE STARTING PULLED INTO STALL HOOKED UP NGS K0E0 SELFTEST P1383 DCL DISPLAY CHECKED FUEL PRESSURE ONLY GOES UP TO 28PSI AND BLEEDS DOWN IMMEDIATELY PINPOINT TE

EA62-022 0587

FUEL PUMP CUTS OUT ECC TEST, NO CODES, TEST FUEL PRESSURE, DROPS OUT WHEN HOT, RAR FUEL PUMP, FUEL FILTER, TEST UNDER LOAD AT BAY

FUEL PUMP DOES NOT OPERATE PROPERLY

RAN ECC TEST CODE P1239 DID PIN POINT TEST CHECKED FUSES OK CHECKED RELAYS OK  
REPLACED FUEL MODULE ASSEMBLY CHECKED STARTING NO FUEL PRESSURE BYPASS  
INERTIA SWITCH STARTS RUNS

INOP PUMP ASSEMBLY FUEL TEST DIAGNOSIS

TECH\_TXT1

Totals: Wayne B  
Max TIS\_WSD = 14

Totals: Wayne B  
TIS\_WSD = 8

Totals: Wayne B  
TIS\_WSD = 9 to 14

FOR FUEL SYSTEM CHECKED OK TESTED CHECKED FOR  
POWER AT FUEL PUMP CHECKED OK REMOVED FUEL TANK  
AND CHECKED RESISTANCE ON FUEL PUMP

X

X

LE ALL RE OK,OK NOW.

X

X

X

FOR FUEL PUMP . NO GROUND G54 CHECK UNDER SEAT G54  
BOLT LOOSE TIGHTEN BOLT , GROUND NOW TEST GOOD .  
BUT PUMP STILL DOES NOT RUN . CHECK

X

X

X

X

X

X

X

ROVE AND CLEAR FOR CODES. PROVED OUT

X

TER, FINAL TEST ROAD TEST PASS 40 PSI , PASS CODE  
P1000

X

X

FUEL PRESSURE DOWN  
RELATIVE INJ FLOW

X

O FUEL PRESSURE STILL FOUND PUMP NOT REPLACED FUEL  
PUMP

X

X

RESURE TEST, FOUND INTERMITTANT FAULT

X

X

X

X

X

X

X

X

X

X

DIGN WIRE SET, ROAD AND RETESTED P1000.

X

X

X

X

PASS KOER PASS

X

X

X

FUEL PUMP ASSY., EEC RETEST PASSED. DRAINED AND  
REFILLED FUEL TANK IN ORDER TO REPLACE FUEL PUMP .7 M  
TIME RETEST PASSED

X

FUEL PUMP DRIVER MODULE OK, REPLACE SHORTED FUEL  
PUMP AND FUEL FILTER, START ENGINE AND TEST DRIVE,  
RETEST EEC SYSTEM, ALL PASS CODES

X

X

RETURN LINE, FUEL FILL TUB, GREATER TUBES. I THEN  
PROCEEDED TO REMOVE FUEL TANK AND REMOVED AND  
REPLACED FUEL PUMP. PUT BACK

X

X

X

X

X

RIVE FUEL PRESSURE DROP. PINPOINT TEST TO BAD FUEL  
PUMP, RR FUEL PUMP AND RETEST OK

X

X

X

X

X

X

DISCONNECTING FORWARD GROUND ON HARNESS NO  
DIFFERENCE, REMOVE REAR GROUND (384) AND FAULT  
OCCURS GET CODE P1233 BACK CLEAR

X

X

X

X

X

DX1 .1  
0300E 1.4

0300E .3

X

FUEL FILTER LOW PRESSURE ROAD TEST OK 2472

ILL HAS HESITATION FROM SSM RR FUEL PUMP AND CLEANED  
FUEL TANK AND REPLACE FUEL FILTER PER SSM. CLEAR  
CODES

DES STILL NO PRESSURE REPLACE FUEL PUMP IN GAS  
TANK OK AFTER REPAIR CLEAR CODES ROAD TEST OK

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

FUEL INSPECTION AND TESTING AS PER PCED MANUAL.  
FOUND BURNT 15 AMP FUSE. R R AND RECHECKED AND  
FOUND BLOWN FUSE. PERFORMED REMOVE REAR SEAT TO  
CHECK GROUNDS ALSO CHECK GROUNDS NEAR FUEL PUMP  
CONTROL ALL OK DROP EXHAUST REMOVE HEAT SHIELDS  
DRAIN AND DROP FUEL TANK REMOVE FUEL PUMP \*\*\*LTS

X

X

X

X

X

X

X

FUEL PUMP FUSE CALIBED

X

X

X

X

X

SEVERAL TIMES, TO DUPLICATE CONCERN, CHECKED  
CASH, INSPECTED FUEL PUMP DRIVER MODULE WIRING FOR  
CHAFPS FROM PCM ALL THE WAY TO FUEL

X

X

X

X

X

X

X

X

ROADTEST AND MONITOR, RETEST PASS P1000.

FUEL PUMP ALLREADY INSTALLED FOR SAME COMPLAINT  
RR FUEL PUMP PER# 88M 18348 W UPDATED PUMP. RETEST  
OK DDDRS DIFFERENT CASUAL PAR

P3) RETESTED EEC SYSTEM KOER P1111 STARTS AND RUNS  
FINE

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X



TEST OK AT THIS TIME. QUALITY INSPECTED BY 6868108

X

FUEL PUMP SCREEN. REPLACED ELECTRONIC FUEL PUMP UNIT. FLUSHED TANK OUT. FILTERED FUEL. REASSEMBLE REDRIVE TO VERIFY FIX

X

LOW. FUEL PUMP DRAWING TOO MUCH CURRENT. DRAINED FUEL AND REMOVED TANK. REPLACED FUEL PUMP AND FUSE. REASSEMBLE AND TEST DROVE. OK.

X

X

X

X

X

X

X

X

X

X

X

QAD TESTED RUNNING FINE AT THIS TIME

X

X

X

RESSURE, HOOKED UP MECHANICAL GAUGE TESTER, REPLACED FUEL PUMP AND FUEL FILTER ALL OK

X

X

X

x

x

x

x

x

x

x

x

x

x

OE0,KOER,CONT P1000 Q.C. BY 130

x

x

x

x

x

x

x

x

x

x

AD TEST Q.K

ENE2-022 0506



TRIM PANEL IN TRUNK 7. CK GROUNDS 46 AND 47, CK  
TIGHTNESS, OK 8. CK FUEL PRESSURE, MONITOR  
PRESSURE, WHILE HOT. FOUND

X

X

ROADTEST, JENG KILLED WHILE ROADTESTING, HAD TO TOW  
BACK TO DEALER, CK FUSE AND DRIVER MODULE  
GOOD, RETEST FUEL PUMP BAD. SEE LINE D FOR \$PW.

X

X

X

EEC P1111

X

X

X

X

X

X

LACE FUEL PUMP REINSTALL ALL RELATED PARTS IN TIME  
TO TRANSFER FUEL BACK INTO VEHICLE ROAD TESTED OK  
RETURN VEHICLE TO SPECS.

X

Y AND FUEL FILTER CLEAR CODE RETEST OK AT THIS TIME  
QUALITY INSPECTED BY 371

X

VE FUEL PUMP AND RETEST OK ROAD TEST OK

X

SEVERE FUEL PRESSURE DROP NOTED ON TURNS HEAVY  
BRAKING REPLACED FUEL DELIVERY MODULE AND FUEL  
FILTER DRAINED RINSED FUEL TANK MT FOR CLEANING

X

X

X

E FUEL PUMP AND FILTER, CLEAR CODE AND RETEST. ROAD  
TEST. OK AT THIS TIME. CP 8980 CC 42

X

OCL DISPLAY  
PRESS&DOWN  
FLOW

FUEL  
RELATIVE INJ

X

X

TRANSMISSION, RIGHT A FILLER AND STEP PLATE PER  
SSM14747. NO FAULTS FOUND. RAR TANK AND REA R SEAT  
AND INSPECT CKT108 RES1 ER32, ALL OK.

PERFORMED FUEL PRESS LEAKDOWN TESTS AND FOUND  
FUEL PRESSURE IS OK BUT HAS A LEAKDOWN CONCERN  
DROPPED FUEL TANK AND REPLACED FUEL PUMP ASSY

D REPLACE FUEL FILTER CLEAR KAM ROADTEST OK RETEST  
OK P1000 P1000 P1000 PFR 40

PRESSURE DROPPED TO NORMAL DURING DRIVE BUT  
WOULD GET HIGH AND ERRATIC AT IDLE. RAR FUEL PUMP  
AND RETEST. PRESSURE 40 AT IDLE NORMAL.

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

XX

X

X

X

X

RR FUEL TANK AND REPLACE FPM & REPROGRAM PCM,  
POST ROAD TEST AND RETEST PAS

EL PUMP AND REPLACE FUEL FILTER CLEAR KAM ROADTEST  
OK RETEST OK P1000 P1000 P1000 FFR 39P81

D BY M.D.

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

NK FUEL PUMP.

PLACED FUEL PUMP RECHECK FUEL PRESSURE (42PSI)  
RETESTED EEC SYS KOER P1111

FUEL PUMP ASSEM AND CHECKED GROUNDS REDROVE OOK

AND FLUSHED FELL TANK AND REPLACED FUEL DELIVERY  
MODULE AND REPLACED FUEL FILTER RETEST DROVE ALL  
OK

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

FUEL PUMP OPEN, R & R FUEL PUMP AND RETESTED. REPAIRS  
PASS, OK.

DRIVE

FUEL SYSTEM LEAK DOWN, INJECTOR FLOW TEST, IGNITION  
SYSTEM TESTS, AND PERFORM PINPOINT TESTS AND  
REMOVE FUEL TANK AND REPLACE

FILTER, RETEST EEC, CLEARED CODES, OK. M TIME DUE TO  
MULTIPLE SYMPTOMS AND DRAINING FUEL TANK TO  
INSPECT AND COMPLETELY FILLING FUEL TANK.

ENGINE STARTED THEN DIED. FUSE BLOWN. UNPLUG POWER  
TO PUMP FUSE OK. DROPPED FUEL TANK AND R&R FUEL  
PUMP. RETEST OK.

AGE DROPPING DUE TO FUEL PUMP FAIL IN G. R AND R FUEL  
PUMP AND FILTER. TEST DROVE NORMAL.

RETEST

T REPLACED DEFECTIVE FUEL PUMP AND RETEST CODE  
PASS ROAD TEST OK



X

X

STANCE TESTING OF FUEL PUMP AND WIRING

X

X

X

X

X

HIS TIME 12540

X

X

X

X

X

X

WARM UP REMOVE FUEL TANK R&R FUEL PUMP AND  
FILTER RETEST AND TEST DROVE ALL OK

X

X

X

X

X

X

X

1 AND 800002, RETEST AND ROAD TEST. TECH  
136L B4307... 42 KOEO, KOER, CONT P1000 Q.C. BY 136

CHK AND REPLACE FOM, SCREEN PLUGGED FLUSH TANK AND  
REPLACE FUEL FILTER FLUSH LINES PER SSM 15418

PERFORM IGNITION SYSTEM TEST. PERFORM FUEL SYSTEM  
TEST. PINPOINT TEST. REMOVE AND REPLACE THE FUEL  
DELIVERY MODULE. RETEST KOEO PASS KOEC PASS.

FUEL INJECTION BOX RETEST PASS BUT STILL NO START FUEL PUMP  
PRESS TEST 0 PSI REPLACE FUEL PUMP INOP 42 REPLACE  
FILTER 2.

PERFORM PINPOINT TESTS AND REMOVE FUEL TANK AND  
REPLACE THE FUEL PUMP ASY. AND ALSO THE FUEL FILTER  
AND RETEST AND PERFORM

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X



X

8. REPL FUEL PUMP ASSY. (MOTOR FAILURE) & FUEL FILTER  
(REPL DUE TO PUMP), ROAD TEST, RETEST

X

X

X

FUEL PUMP DRIVER PIDS NORMAL. REPLACED FUEL PUMP,  
ROAD TESTED, AND RE TESTED CONCERN CORRECTED.

X

X

ETEST EEC AND ROAD TEST JEL

X

X

X

X

X

X

X

X

X

X

COMPRESSION GAUGES, CHECKED ALL CYLS CYL 1 150 PSI  
CYL 2 150 PSI CYLS 3 & 4 ARE LOW, ONLY ABOUT 50 PSI  
COMPRESSION, SENT TO HEAVY

X

X

8 ON WDS FUEL PRESSURE PID GOES TO ZERO ON ALL  
RECORDINGS R AND I FUEL PUMP MODULE INP AT TIMES  
ROAD TEST PERFORMING TO SPECS

X

X

CONTAMINATED STEAMED CLEANED FUEL TANK AND  
FLUSHED FUEL LINES PER 88AMP18416 ROAD TEST OK

PAIR 42

FUEL PUMP, DRIVER MODULE, AND FUEL FILTER

AIR FILTER DROPPED TANK AND CLEANED DEBRIS POST  
ROADTEST W/ NOB MONITOR RE ELECTED P1000  
PASSCODE CAR FEELS BETTER NO TRANS PROBLEM FOUND

TEST CLEAR CODES

& PIN POINT TEST DL & REPLACE DPFE SENSOR & PERFORM  
IGN SYSTEM DIAG & REPLACE COIL PACK. RETEST CODES  
P1111. RD. TEST OK.

ST REPLACED FUEL PUMP AND FILTER

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

X

TECH\_TKT2

Contains Feed Indicator Other

17	0	380
Contains	Feed Indicator	Other

8	0	227
Contains	Feed Indicator	Other

9	0	133
Contains	Feed Indicator	Other

ENGINE STALLS NO POWER	601 USA	127636 S07
VEHICLE CRANKS BUT WILL NOT START	408 USA	148211 S07
TOW IN NO START	972 USA	152005 S07
SALES STATES VEH CRANKS BUT WILL NOT START. CHECK AND ADVIS	602 USA	171205 S07
CS VEH CUTS OFF WHILE DRIVING D21	504 USA	123009 E91
C S VEH WILL START BUT WILL STALL OUT	809 USA	116455 S07
CRANK NO START	313 USA	148024 S07
FACTORY WARRANTY WHILE IN GEAR WITH AC ON VEHICLE STALLS	216 USA	116051 S07
INSPECT FOR ENGINE LOSING POWER SHUTTING OFF	713 USA	127636 S07
CHECK ENGINE STARTS AND STALLS	928 USA	171493 S07
ENGINE CRANKS BUT WONT START	941 USA	124547 S07
TOWED IN TURNS OVER WONT FIRE UP. FUEL GAUGE READS 3.4	818 USA	171043 S07
CUSTOMER STATES VEHICLE TURNS OVER BUT WON T START	978 USA	111470 S07
CHECK VEHICLE RUNS ROUGH AND STALLS WHEN GAS GAUGE BELOW 1/2 OF A TANK	843 USA	121335 S07
CUST STATES THAT VEH WAS CRANKING BUT NOT STARTING PROBLEM IS INT.	847 USA	141095 S07

3.3L VEHICLE STALLS WHEN WARMED UP AND COMING TO A STOP. WHEN COMING TO THAT STOP, THE IDLE FLUCTUATES SEVERELY BEFORE STALL.	316 USA	153201 S07
TOWED IN WILL NOT RUN	214 USA	152005 S07
VEHICLE RAN GOOD LAST NIGHT AND THIS AM WOULD CRANK BUT NOT FIRE	503 USA	174426 S07
CUSTOMER STATES VEHICLE WILL NOT START	407 USA	124227 S07
CUSTOMER STATES ENGINE WONT START	504 USA	123008 S07
CRANK NO START	713 USA	152417 S07
CAR TOWED WONT START	604 USA	123009 S07
CONCERN: CUST STATES ENG SPINS OVER WONT START	940 USA	162518 S07
D02 WHEN ACCELERATING VEH BOGS DOWN	912 USA	124474 S07
CUSTOMER STATES: ENGINE DIED WHILE DRIVING. ENGINE TURNS OVER NORMALLY BUT WILL NOT START	386 USA	124535 S07
CUST STATES VEHICLE HAS CRANK NO START	718 USA	113003 S07
C 3 CAR IS NOT STARTING	388 USA	124535 S07
CUSTOMER REPORTS THE VEHICLE DOES NOT START AT TIMES. WHEN IT DOES START, IT STALLS SOON AFTER. DIAG AND REPORT.	USA	144129 S07
ENGINE HESITATES SURGES WHEN ACCELERATING	766 USA	147059 S07
D02 CUSTOMER STATES VEHICLE WONT START	815 USA	141420 S07
CUSTOMER STATES ENGINE STALLING AT TIMES.	820 USA	141389 S07
TOW IN BY OTHERS, CAR DIED WHILE DRIVING	248 USA	148010 S07
WF D02 CHECK ENGINE CRANKS BUT WONT START	315 USA	113436 S07
CUST STATES ENGINE CRANKS BUT WILL NOT START. CCCC02	440 USA	144043 S07
VEH NO START TOW IN	724 USA	144482 S07



WOULDNT START ON FIRST TRY 6 TIMES SINCE SUNDAY INTERMITTENT	716 USA	144016 S07
D02, CUSTOMER STATES VEHICLE CRANKS BUT WONT START	334 USA	116602 S07
VEHICLE TOWED INTO SHOP,NO START,TURNS OVER BUT NO START	607 USA	113630 S07
ENGINE DIES OUT RUNNING WHEN PULLED INTO PARKING LOT	248 USA	148029 S07
CAR WONT START	570 USA	116485 S07
FUEL SENDER AND FILTER INOP	716 USA	144129 S07
WILL NOT START SPINS OVER	231 USA	148032 S07
DIED WHILE DRIVING, CRANKS BUT WONT RESTART.	715 USA	158407 S07
THE VEHICLE IS INTERMITTENTLY RESISTANT ON ACCELERATION. CHECK AND ADVISE	918 USA	152306 S07
CUST CONCERN W/VEH HAS MAJOR HESITATION AND STALLED OUT WHEN PULLING OVER,PELT LIKES OUT OF GAS	304 USA	144525 S07
D21, VEHICLE STALLS WHILE DRIVING AT ALL TIMES. CUST STATES	884 USA	121212 S07
C S AFTER VEHICLE HAS SAT FOR 30MIN WHEN FIRST STARTING OUT VEHICLE WILL BOG DOWN,ALSO HITCHES AT TIMES	704 USA	121208 S07
CUSTOMER STATES CAR DOES NOT HOLD IDLE,WILL NOT STAY RUNNING AND STALLS OUT CONSTANTLY	* USA	124325 S07
D02 CUSTOMER STATES ENGINE TURNS OVER BUT WILL NOT START,MANAGED TO START ONCE ,BUT ENGINE STALLED WHILE DRIVING AND WOULDNT RESTART	561 USA	124526 S07
ENGINE CRANKS OVER AND WILL NOT START. TOWED IN	734 USA	148426 S07
NO START FUEL SENDER INOP	616 USA	148584 S07
CUSTOMER STATES VEHICLE CUTS OFF WHEN TURNING WHEEL GOING INTO PARKING SPACE	* USA	124325 S07
D00 CRANKS WONT START WAS TOWED IN	313 USA	148017 S07
DRIVE DOWN ROAD RUNS GOOD QUTS RUNNING ROLL TO SIDE OF ROAD AND TRY A FEW TIMES AND RESTARTS	919 USA	121019 S07
DIAG. CRANK NO START	516 USA	113078 S07

CUST STATES CAR WONT START	574 USA	148200 S07
ENGINE SPINS OVER BUT WONT START	713 USA	152026 S07
D02 CUSTOMER STATES ENG CRANKS,BUT NO START	USA	124325 S07
CHECK ENGINE LIGHT CAME ON, ENGINE STALLED NOW CRANKS OVER BUT WONT START.	660 USA	153792 S07
CK STALLING WHILE DRIVING,ROUGH IDLE AT STOPS AT TIMES	308 USA	171167 S07
CK ENGIN LACKS PWR ON ACELL	770 USA	121022 S07
TOWED IN WONT START	718 USA	144600 S07
CUSTOMER STATES ONCE IN WHILE WHILE DRIVING ENGINE CUT OFF LIKE HAVING LACK OF FUEL.	313 USA	148024 S07
CHECK FOR HESITATION WHILE ACCEL. CHECK ENGINE LIGHT IS NOT	D02 USA	124325 S07
TOWED IN CUSTOMER STATES ENGINE CRANKS BUT DOES NOT START	718 USA	144119 S07
CUST STATES VEHICLE STALLED AND WOULD NOT RESTART. TOWED IN.	USA	124325 S07
CK STALLS ERATTIC	913 USA	163425 S07
CAR BUCKING AND JERKING AT TIMES WHILE DRIVING AT HIGHWAY SPEEDS,HOT OR COLD	718 USA	144058 S07
D02 CUST STB ENGINE WILL NOT START	843 USA	148608 S07
WILL NOT START JUST SPINS	305 USA	124013 S07
DRIVING ABOVE 55 MPH WITH CRUISE CONTROL ON THE ENGINE RPMs WENT UP AND THE CAR JUMPED FORWARD, THEN TOOK OFF CRUISE COULD ONLY GO 20 MPH	919 USA	121028 S07
DIED OUT WHILE DRIVING CRANKS WILL NOT START	215 USA	118051 S07
CUST STATES VEH CRANKS BUT WONT START	361 USA	162067 S07
CRANK NO START, TOWED IN	770 USA	121003 S07
CUSTOMER STATES VEHICLE WILL NOT START	586 USA	148003 S07

(D22)CK. ENGINE CRANKS BUT WILL NOT START,DIED OUT WHILE DRIVING.	724 USA	144081 S07
TOW IN. THE CAR IS NOT STARTING AT THIS TIME. WILL NOT EVEN TURN OVER AT THIS TIME	* USA	124325 S07
CUST. STATES THE ENGINE WILL NOT START, ENGINE SPINS OVER	* USA	124325 S07
CHECK DIED NO RESTART HOT	* USA	124325 S07
TOWED IN CAR WILL NOT START	607 USA	144117 S07
VEH WILL NOT START, WAS TOWED IN	406 USA	152209 S07
CUST STATES VEHICLE IS STALLING AND HESITATING WHEN DRIVING AT HWY SPEEDS	248 USA	146028 S07
CRANK BUT WILL NOT START	* USA	124325 S07
ADVISE VEHICLE IS STALLING OUT WHEN COMING TO A STOP, INTERMITTEN PROBLEM WARM OR COLD.	663 USA	124408 S07
CUT OFF NOW CRANKS BUT WILL NOT START	210 USA	152057 S07
CUSTOMER STATES VEHICLE WILL NOT CRANK	958 USA	152772 S07
CUST STATES VEH CRANKS BUT WONT START PRIOR WAS HESITATING ON ACCEL AND SURGES 50 MPH BUCKS TECH 326 SEE HISTORY BROUGHT 3RD KEY TO PROGRAM	714 USA	171052 S07
TOW IN , DRIVING 45 MPH DIED , ENGINE WENT DEAD ... BOB G TRIED THIS AM STARTED RIGHT UP BUT DID NOT TRY TO DRIVE IT	954 USA	124015 S07
CUSTOMER REPORTS THAT VEHICLE HAS INTERMITTENT STALL AT STOP SIGN.	610 USA	116204 S07
CK ENGINE WILL CRANK NO START D21	670 USA	116455 S07
VEHICLE TOWED IN CRANKS BUT WONT START	306 USA	124001 S07
CUSTOMER COMPLAINT ENGINE WONT START	262 USA	121633 S07
	850 USA	124325 S07
CAR WONT START	254 USA	162481 S07
CUSTOMER STATES VEHICLE WONT STAY RUNNING	* USA	124325 S07

CK HARD TO START	260 USA	148006 E91
CUSTOMER STATES NO START	704 USA	121618 S07
C B VEH. CRANKS BUT WONT START HAS BAD GAS SMELL INSIDE CAB	641 USA	124414 E91
VEHICLE STALLED OUT WHILE BRAKING; WOULD NOT START BACK UP	581 USA	124220 S07
URNS OVER NO START CK AND ADVISE	* USA	124326 S07
VEHICLE HAS POOR ACCELERATION 3RD TIME IN 855 HISTORY	* USA	116602 S07
C'S VEHICLE WILL NOT START, FUSE IS BLOWN	305 USA	124019 S07
CUSTOMER STATES VEHICLE CRANKS BUT DOES NOT START.	808 USA	116445 S07
CAR WONT START	313 USA	148024 S07
VEHICLE STALLS AT STOP LIGHTS SOMETIMES	405 USA	152209 S07
CUST STATES ENGINE STARTS BUCKING AND JERKING AND STALLS WILL NOT RESTART UNTIL LET SIT SEE MIKE TECH 114	936 USA	152766 S07
DIAG. VEH. STALL ON ACCEL & TURNING AT TIMES	612 USA	152056 S07
CUSTOMER STATES VEHICLE WILL NOT START 002	304 USA	147205 S07
SLUGGISH ON ACCELERATION AND ITERMIT WHEN LET OFF ACCEL AFTE STEADY SPEED VEH LUNGES	910 USA	121354 S07
TOWING IN DIED DRIVING QUTS	661 USA	171439 S07
C B CRANKS OVER WONT START ADVISE D08 PARKED ON DRIVE KEYS INT	702 USA	171169 S07
WHEC WONT START	231 USA	148645 S07
CUST STATES VEHICLE DOESNT START...CG 002	305 USA	124014 S07
CUST STATES VEHICLE STALLED WHILE DRIVING. CAN START AGAIN BUT WILL STALL VEHICLE TOWED IN.	305 USA	124015 S07
CRANKS OK NO START	580 USA	152603 S07

D21 VEHICLE STALLED ON HIGHWAY WHILE DRIVING, 60-70 MPH, CUSTOMER STATES, ADVISE...SEE RDM529933,3 28 02,6720MILES,TECH89A.	681 USA	124526 S07
D21 CUST. STATES ENG OUTS STALLS WHILE DRIVING ACTS AS IF IT LACKS FUEL	201 USA	113147 S07
CHECK STALLS WHILE DRIVING	806 USA	152101 S07
CHECK DIED WHILE DRIVING, WOULDNT RESTART WILL TURN OVER	USA	124325 S07
TOW IN CRANKS WONT STAY RUNNING	716 USA	144034 S07
D08 CUST STATED VEH AT TIMES COMING TO A STOP DIES THEN RESTARTS	478 USA	121210 S07
CUST STATES CAR CRANKS BUT DOES NOT START.	915 USA	152571 S07
D02 ENG WONT START WILL STALL OUT WHEN IT STARTS	954 USA	124010 S07
CUST STATES WENT IN STORE AND WHEN CAME OUT WOULD NOT START JUST CRANK	603 USA	111602 S07
CUSTOMER STATES WHILE DRIVING THE CAR WILL LOOSE POWER THEN GET THE POWER BACK, HOLDS BACK	606 USA	156503 S07
VEHICLE WAS TOWED IN STARTER DOES NOT ENGAGE	717 USA	116211 S07
TOWED IN, CUST. STATES THE ENGINE RAN ROUGH AND DIED, CRANKS OVER BUT WILL NOT START	973 USA	113041 S07
STATES VEH WONT START	561 USA	124216 S07
CUSTOMER STATES VEHICLE WILL TURN OVER BUT WILL NOT START	601 USA	127636 S07
C S KEEPS STALLING WHEN STOPING AFTER WARMED UP WITH AC TURNED ON	407 USA	124213 S07
CUST STATES CAR WAS SHUTTING OFF	713 USA	152792 S07
D02 CUSTOMER STATES ENG CRANKS NO START VEH TOWED IN	703 USA	127021 E91
VEH FEELS LIKE YOU TAKE YOUR FOOT ON AND OFF THE GAS WHILE DRIVING 55MPH	516 USA	113079 S07
NO POWER FEEL SUG	USA	156800 S07
D11...CUST STATES VEHICLE STALLS OUT START UPS	716 USA	144120 S07

BREAK DOWN AND RUNS ROUGH	540 USA	147205 S07
SERVICE PART WARRANTY PART ON LINE 61	810 USA	148006 S07
D02 CUST STATES VEH CRANKS BUT WILL NOT START	770 USA	121002 S07
VEHIC WONT STAT	719 USA	156200 S07
DIAG VEH DIES WHILE DRIVING AT TIMES	281 USA	152032 S07
TOWED IN, STALLED OUT,, AND WAS SPUDDERING, STARTED RIGHT BACK UP,,BUT WAS STILL SPUDDERING	425 USA	174007 S07
CUSTOMER STATES ENGINE WONT START REPEAT	936 USA	152166 S07
CAR WONT START	304 USA	147204 S07
C S WHEN DRIVING UP RT 13 SEEMS LIKE ENGINE IS MISFIRING SOMETIMES ENGINE CUTS OUT AT RANDOM	713 USA	152026 S07
D02 CUSTOMER STATES ENGINE CRANKS WONT START,VEHICLE TOWED TO SHOP	904 USA	121218 S07
INSP ENGINE RUNS ROUGH BELOW 1 4 TANK OF FUEL	407 USA	124214 S07
TOWED IN WONT START OPNE FULE PUMP	904 USA	124207 E91
ENGINE STALLED WHILE DRIVING CRANKS BUT WILL NOT START	717 USA	116517 S07
JERKS DOWN ROAD	310 USA	171052 S07
VEHICLE STALLS QUITs HARD TO START	201 USA	124325 S07
D02 CUSTOMER STATES VEHICLE WOULDNT START THIS AM, CRANKS FINE. THE AAA GUY CAME OUT AND SAID HER CHARGING SYSTEM AND BATTERY WERE FINE, SO SHE HAD IT TOWED HERE.	972 USA	152014 S07
CUST STATES:ENG TURNS OVER WONT START	260 USA	148005 S07
CHECK VEH CUST STATES HEADLIGHT FLICKER AND VEH JERKS WHEN LIGHTS FLICKER ONLY HAPPENS AT NIGHT. CODE D 41	313 USA	148025 S07
STALLS AT RED LIGHTS	313 USA	148409 S07
(D21) CUST. STATES VEH. IS STALLING. STATES STARTS RIGHT BACK UP. STALLS WHILE COMING TO A STOP OR WHEN AT A STOP.	510 USA	172016 S07

VEH. CRANKS BUT WILL NOT START.	972 USA	152012 E91
CUST STATES THAT THE CAR HESITATES WHEN DRIVING ON THE FREEWAY AND STALLS	248 USA	148045 E91
CAR WONT START	941 USA	124402 E91
CRANKS BUT WONT START	770 USA	121007 S07
DOE CUST STATES DIFFICULT TO START,CRANK BUT WONT START	570 USA	118543 S07
CUSTOMER STATES THAT AT TIMES THE VEHICLE CRANKS BUT DOES NOT START WORSE WHEN WARM	231 USA	148844 S07
CUSTOMER STATES ENGINE WONT START AFTER FILLING FUEL TANK . HAPPEN 2 TIMES DOE	817 USA	152020 S07
CUST STATES THAT THE CAR STALLS WHEN DRIVING ON THE FREEWAY, INTEMITTENTLY	508 USA	111075 S07
CUSTOMER STAYS CAR WILL NOT START WILL TURN OVER TOWED IN	512 USA	152303 S07
CUST STATES NO START	847 USA	141411 S07
	512 USA	152300 S07
CUSTOMER STATES VEHICLE STALLED WHILE DRIVING. ON RESTART THERE IS NO POWER TO THE STARTER. HAS POWER TO THE	281 USA	152049 S07
CUST STATES CHECK ENGINE LIGHT IS ON. ENGINE HESITATIO AT ABOUT 45 TO 50 MPH.	626 USA	171064 S07
CRANKS NO START	248 USA	148045 S07
CUSTOMER STATES VEHICLE WILL NOT START.	701 USA	158487 S07
WILL NOT RUN (TOW IN)	305 USA	124002 S07
AT STEADY DRIVE 35 48 LUNCHES CUSTOMER HAS TO SPEED UP TO MAKE DRIVE SMOOTH	732 USA	113035 S07
DOE. C S CAR HAS SHUT DOWN WHEN ACCELERATING 2 TIMES.	337 USA	123248 S07
VEH LOSING POWER ABOVE 3250 RPM, MOSTLY IN HOT WEATHER	480 USA	171173 S07
CHECK FOR NO START TOWED IN	512 USA	152303 S07

D36 CUST. STATES ENG HESITATES & SPUTTERS WHILE DRIVING AT STEADY SPEEDS	225 USA	123378 S07
D36 WHEN DRIVING ALONG A STEADY SPEED VEHICLE WILL COUGH, HICCUP OR ACT LIKE IT WANTS TO STALL AND THEN PICKS RIGHT BACK UP AGAIN THIS MAY HAPPEN A FEW TIMES IN A ROW OR 1 TIME	408 USA	152755 S07
D21 ENGINE STALLED DURING TEST DRIVE AND WOULD NOT RESTART	909 USA	171055 S07
D21 C S ENGINE TURNS BUT WONT STARTS. PLEASE CK	828 USA	171064 S07
D02 VEHICLE STALLED AFTER DRIVING APRX 30MIN, CRANK NO START AFTER, VEHICLE WAS TOWED IN, ADVISE	305 USA	124007 S07
D21 STATES THAT VEH STALLED 4 TIMES ON FREEWAY AND COMPLETELY SHUT OFF HAVE TO WAIT 8 MINUTES TO RESTART	608 USA	116402 S07
C8 VEHICLE SPINS WONT START D002	505 USA	156502 S07
D02 CUSTOMER STATES THAT ENGINE CRANKS BUT WONT START	304 USA	147591 S07
D21 CUSTOMER STATES THAT ENGINE STALLS CRANKS BUT WONT RESTART	859 USA	147591 S07
ENGINE WILL STALL OUT WHILE DRIVING AT TIMES VERY ERRATIC ONLY HAPPENED TWICE IN THE LAST 2 WEEKS	770 USA	121024 S07
TOW IN DONT START	386 USA	124015 S07
CUSTOMER STATES TOWED IN STOPPED RUNNING.	210 USA	152067 E91
D02 CUST CONCERN VEH TOW IN CRANK WITH NO START	513 USA	147005 S07
D21 CUST STATES WHEN ENGINE WILL STALL WHEN ACCELERATING FROM A STOP, WHEN WARM IN STOP AND GO TRAFFIC	512 USA	152068 E91
STALLS AT STOPS SOMETIMES MUST WAIT 5-10 MIN TO START	716 USA	144016 S07
CUSTOMER STATES THIS HAPPEN 2 TIMES CAR WANTS TO STALL AT IDLE RUNS ROUGH	USA	124325 S07
ENG WONT START DEAD TOWED IN	973 USA	113509 S07
CHECK ENG RUNNING ROUGH JERKING, SURGING. SEE JANET	912 USA	124203 S07
3-30 CK AND ADV VEHICLE IS JERKING WHILE DRIVING, VERY ROUGH FEELS LIKE IT IS NOT GETTING ENOUGH GAS, RPM'S ARE RACING UP	972 USA	152012 S07
VEH WONT START.	717 USA	116211 S07



CUST STATES VEH STALLING INTERMITTEN WHEN LETTING OFF GAS IDLE ADVISE	713 USA	152024 S07
CUSTOMER STATES CHECK VEHICLE WILL NOT START, JUST CRANKS OVER	909 USA	171105 S07
VHC DOES NOT RUN	818 USA	171031 S07
D21 WILL SPIN NO START	913 USA	153116 S07
CUSTOMER STATES ENGINE LOOSSES POWER AND DIES WHILE DRIVING ABOUT EVERY 30 MILES OR SO AFTER WARM MIL FLASHES ON OFF	915 USA	152320 S07
ENGINE DIES AT TOPS DCE RESTART	941 USA	124414 S07
CK HESITATION ON ACCELERATION WHILE DRIVING ON ACCELERATION 45 60 MPH AT TIMES	602 USA	171205 S07
WHEN GOING AROUND CURVES VEHICLE LOOSSES POWER AND SOMETIMES WHEN STARTING VEHICLE STALLS SEVERAL TIMES BEFORE STAYS RUNNING	813 USA	118490 S07
CUSTOMER STATES VEHICLE HESITATES ON ACCELERATION UP HILLS AND GETS POOR FUEL MNLAGE LESS THAN 28MPG	407 USA	124476 S07
D21 E	954 USA	124016 S07
C S VEH WANTS TO STALL OUT	703 USA	127021 S07
CUSTOMER STATES ENGINE STALLS BOGS ON ACCELERATION ALL CONDITIONS	248 USA	148413 S07
CK ENGINE LIGHT ON JERKING NO POWER DIES OUT AND WILL RESTART AFTER SITTING FOR A WHILE CODE E29	941 USA	111475 S07
CUST STATES THAT VEHICLE DIES WHEN DRIVING HAD CRUISE ON AN WHEN PUT BRAKE ON IT STARTED TO DIE AN THEN DIED IT WOULDNT START UP FOR ABOUT 10 MINS	958 USA	152772 S07
	780 USA	171078 S07
CK LOSES POWER AND LUNCHES NEED TO SHUT OFF ENGINE AND LET	910 USA	121766 S07
CHECK VEH STARTS JERKING AND DIES OUT WHILE DRIVING CODE D21	813 USA	124203 S07
C S VEH DIES INTERNL WHEN COMING TO A STOP WILL IDLE DOWN AND DIE HAS BEEN HAPPENING ABOUT 3 TIMES DAILEY HAS BEEN IN FOR THIS CONCERN CND	954 USA	124010 S07
CHECK ENGINE LIGHT IS ON CODE E29 ADVISE	810 USA	118464 S07
	512 USA	152732 S07

ENGINE QUITS WHILE DRIVING DOWN THE ROAD	281 USA	162032 S07
D50 CUSTOMER STS ENGINE SPITTS & SPUTTERS BACK FIRES & DIES VEH CRANKS BUT WONT START CUSTOMER STS USING 87 & 88 OCT	515 USA	113450 S07
WILL DIE WHILE DRIVING	248 USA	148028 S07
VEHICLE TOWED IN CRANKS WILL NOT START	388 USA	124481 S07
VEHICLE TOWED IN	502 USA	147020 S07
CUST. STATES WHEN STEPS ON GAS LOSSENG POWER & CUTS OUT ALSO DIES BAD UNDER POWER. USED A TANK OF GAS IN 100 MILES.	305 USA	124002 S07
CHECK ENIGNE LIGHT IS ON CUSTOMER STATES VEHICLE JERKS WHEN DRIVING CODE P29 ADVISE	915 USA	152572 S07
C & ENGINE CRANKS BUT WILL NOT START	505 USA	158508 S07
D02 VEH DOESNT START	801 USA	158025 S07
D02 CUSTOMER STATES ENGINE CRANK BUT WONT START	207 USA	111658 S07
ENGINE WILL STALL ON STOPS IS INTERMITTENT AND FEELS LIKE AT WILL ALL OTHER TIMES	409 USA	152755 E91
CUSTOMER STATES CRANK BUT NO START	585 USA	148003 S07
STALLS WHILE DRIVING	305 USA	124002 S07
OWNER STATES STALLED AT STOP,WOULD NOT RESTART.	281 USA	162039 S07
OK FOR NO START CRANKS OVER BUT WILL NOT START	585 USA	144129 S07
ENGINE SURGES HEBITATES GOING UPHILL AT HWY SPEEDS ON HOT DAYS CHECK BULLETINS DIAGNOSE & REPAIR.	412 USA	121102 S07
CUST STATES VEHICLE STALLS VIBRATES, WILL NOT STAY RUNNING.	972 USA	144451 S07
CHECK FOR VECHILE DIES OUT WHILE DRIVING	USA	171227 S07
CHECK OUT & ADVISE VEHICLE IS LACKING POWER	313 USA	148016 S07
D42 POOR PERFORMANCE NO POWER STUMBLES HEBITATES WORSE HOT ENGINE	954 USA	124010 S07

TOWED IN,ENGINE DIED WOULD NOT RESTART,NOW CRANKS WONT START	610 USA	116421 S07
CUST STATES THAT VEHICLE FEELS LIKE IT WANTS TO STALL AND IS SLUGGISH ON ACCELERATION	419 USA	144305 S07
STALLS OUT SIT FOR A MIN THEN STARTS AGIAN	408 USA	172733 S07
C S CAR HESITATES AND FEELS SLUGGISH	410 USA	127038 S07
CHK FOR VEHICLE DYING WHILE DRIVING *(LAST TIME IT HAPPENED AT 35 MPH AND ALL LITES CAME ON ENGINE DYED )	813 USA	124208 S07
WHEN INITIALLY ACCELERATING RPM'S WILL DROP AND VEH SPUDDERS BEFORE ACCELERATING, ALSO CONCERN	248 USA	148009 E91
D02 CUST STS THAT CAR CRANKS BUT WILL NOT START	851 USA	158012 S07
WILL NOT START	608 USA	141102 S07
ENGINE CRANKS OVER BUT WILL NOT START	954 USA	124011 S07
CUST ST CHECK ENGINE LIGHT IS ON SINCE AFTER FILL UP CAR SUTTERS WHEN DRIVING AT HIGHWAY SPEEDS	810 USA	148508 S07
CHECK CAR CRANKS BUT DOESNT START	718 USA	144117 S07
C5 CRANK NO START , TOWED IN	818 USA	171068 S07
CK ENGINE HESITATION ON ACCEL AT 42 MPH & SURGES ON ACCEL & WDRIVING SLOW TO STOP KILLS STALLS.	505 USA	156503 S07
C S WHEN DRIVING THE WHOLE CAR SHUTS DOWN CANNOT CONTROL STEERING AT ALL WHEN THIS HAPPENS LOCKS UP	307 USA	166406 S07
CUSTOMER STATES CHECK ENGINE STALLS WHILE DRIVING ENGINE LOOSES POWER THEN STALLS CONCERN HAPPENS WHEN COLD	305 USA	124004 S07
CUSTOMER STATES VEH. WILL NOT START	954 USA	124016 E91
CUSTOMER STATES WHEN ACCELERATION SEEMS TO HESITATE BADLY UNTIL REACHING 50MPH	305 USA	124010 S07
CUST STATES CHK FOR NO START	407 USA	124481 S07
D02 CUSTOMER STATES THAT VEHICLE STALLED IN TRAFFIC, ENGINE CRANKS OK BUT DOESNT START.	574 USA	148412 S07
CK VEH. CRANKS BUT WILL NOT START. CK HISTORY	512 USA	152146 S07

D02 CUST STS ENGINE CRANKS BUT WILL NOT START	320 USA	158633 S07
TOW IN CUST STATES VEH JOLTS WHEN COMING TO STOP WHEN ACCEL FROM STOP VEH WOULD NOT GO OVER 25 MPH	320 USA	158641 S07
CUSTOMER STATES VEH ACT LIKE GOING TO QUIT ON HILL	972 USA	152011 S07
(D38)CK. ENGINE WHEN ACCELERATES TENDS TO STALL, AND FEELS WEAK.	610 USA	116421 S07
CHECK CRANK NO START	330 USA	144083 S07
CUSTOMER STATES ENGINE WONT START CRANKS AND WILL NOT FIRE	440 USA	144006 S07
CUSTOMER STATES HESITATION WHEN STARTING VEHICLE	956 USA	152758 S07
CUSTOMER STATES VEHICLE STALLS WHEN GAS IS AT OR BELOW 1/4 TANK (SEE RICH FOR PRINTED MATERIAL)	USA	171816 S07
CUSTOMER STATES VEHICLE STALLED AND WILL NOT RESTART	305 USA	124003 S07
D02 VEHICLE WAS TOWED IN...CRANKS WILL NOT START...ADVISE	773 USA	141072 S07
CUST FILLED TANK AND DROVE ABOUT A MILE VEH STALLED WILL NOT RESTART ENG DOES TURN OVER	561 USA	124041 S07
CAR DIED WHILE DRIVING CRANKS BUT WILL NOT START	909 USA	171059 S07
VEH INTERM TRIES TO DIE WHILE DRIVING A CONSTANT SPEED	956 USA	152094 S07
CUSTOMER STATES ENGINE WONT START	USA	124326 S07
CUSTOMER STATES ENGINE WONT START CRANKS OVER D02	653 USA	124475 S07
CUST STS CRANKS WONT START	305 USA	124013 S07
D21.CUST STATES ENGINE STALLED WHILE DRIVING,RESTARTED RIGHT AWAY	361 USA	152087 S07
CK RUNS ROUGH SURGES JERKS ON ACCEL. & LOOSES POWER WDRIVING & AT TIMES WDRVIN HAS NOISE ENG AREA	582 USA	18904L S07
HARD STARTING AND STALLING WHEN FUEL IS LOW QUARTER TANK OR LESS	805 USA	171448 S07
REPAIR INTERMITTENT ENGINE SEEMS TO LACK POWER, HESITATES WHEN TRY TO ACCEL. WILL ALMOST STALL. GETS WORSE THE LONGER IT IS DRIVEN, MISS HI WA	802 USA	171173 S07

STALLED AND QUIET TURNS OVER OK	419 USA	144086 S07
VEHICLE LOSES PWR ON TURNS,INTERMITTANT	561 USA	124220 S07
GUEST STATES WILL CRANK BUT NOT START ACTS LIKE OUT OF GAS BUT GAUGE SHOWS 1/4 TANK CHECK AND ADVISE	302 USA	116218 S07
VEH W NOT START	480 USA	124325 S07
CHECK GAS LEAK AT TANK	708 USA	141050 S07
CRANKS NO START	505 USA	158503 S07
WONT START	208 USA	174498 S07
D02 CHECK CUST CONCERN VEH CRANKS BUT WILL NOT FIRE SEE HISTORY NO#051609	909 USA	171155 S07
DIAGNOSE WHY THE VEHICLE WILL NOT START	USA	124203 S07
SERVICE PART FUEL PUMP ETC	732 USA	118010 S07
CUSTOMER STATES ENGINE WONT START	205 USA	121013 S07
CAR HAS TURNED OFF WHILE DRIVING AS PER CUST THIS HAS HAPPENED 0	362 USA	127636 E91
CUSTOMER STATES ENGINE HESITATES AFTER WARM UP WHEN STARTING OUT ALSO HAS STALLED AT TIMES WHEN COMING TO A STOP D31	248 USA	148039 S07
DIAG POWER LOSS AND MISS UNDER LOAD AFTER WARMED UP	598 USA	148003 S07
D02 CUSTOMER STATES VEHICLE CRANK BUT WONT START	248 USA	148051 S07
HESITATES/BUCKS WHEN ACCELERATING	409 USA	152755 S07
CUST STATES UNIT INTERMITTANTLY STALLS AND RUNS ROUGH	586 USA	148003 S07
CUSTOMER STATES VEH HAS FUEL LEAKING CK AND ADVISE	410 USA	127036 S07
CUST STATES VEHICLE WONT START	540 USA	171460 S07
ENGINE WILL QUIT WHILE DRIVIN HWY WILL START AGAIN THEN QUILTS AGAIN WITHIN 5 MILES	972 USA	144451 E91

STATES VEHICLE TURNS OVER BUT WILL NOT FIRE	941 USA	141061 S07
CK VEHICLE CUT OFF WHILE DRIVING AND WILL NOT RESTART	734 USA	148435 S07
C S VEHICLE IS HESITATING AND BUCKING HAPPENS ALWAYS WARMK AND COLD HAPPENS WHILE DRIVING	306 USA	124011 S07
HESITATES, BUCKS ON ACCELL	281 USA	152042 S07
D02 VEH TOWED IN, CRANKS BUT WONT START	USA	124325 S07
D02 CUST STS THAT CAR WILL NOT START OR CRANK	651 USA	168824 S07
CUS RPRTRS VEH CRANK NO START HEAVY FUEL LEAK AT TANK AREA	610 USA	116204 S07
CUSTOMER STATES VEHICLE STALLS QUTS STALLED OUT THEN WOULD NOT START ...	281 USA	162190 S07
TURNS OVER WONT START	732 USA	113055 S07
ENGINE HAS A SURGE IN IT	813 USA	141743 S07
INSPECT INTERMITTANT DYING CONDITION. USUALLY HAPPENS AT STOPS OR LOW SPEEDS HAS HAPPINED FEW TIMES. INSPECT & ADVISE.	303 USA	158439 S07
C S CAR WILL CRANK AND NOT START D02	440 USA	144006 S07
CUSTOMER STATES ENGINE LOOSES POWER WHILE DRIVING OR UPON ACCEL	381 USA	182300 S07
	816 USA	153015 S07
VEHICLE TOWED IN NO START	904 USA	124523 S07
CUSTOMER STATES VEHICLE CRANKS BUT DOES NOT START.	681 USA	171469 S07
ENGINE WILL NOT START	581 USA	124504 S07
D02 CRANKS WILL NOT START	581 USA	124207 S07
SPUTTERING WHEN STARTED STALLED ONLY AFTER A COUPLE OF FEET NOTE IT STARTED THIS MORN	850 USA	124555 S07
WONT RUN???	562 USA	18904L S07

CUSTOMER STATES VEH WONT START VEH DOES CRANK OVER	407 USA	124006 S07
CUSTOMER SAYS AFTER DRIVING FOR ABOUT AN HOUR AND A HALF THE ENGINE STARTS TO LOOSE POWER AND HEBITATE	581 USA	124523 S07
CK FOR ENGINE STALLS WHEN DRIVING	732 USA	113057 S07
C S VEH. CRANKS BUT WONT START	505 USA	168503 S07
CHECK OUT CUSTOMER STATES ENGINE CRANKS BUT WILL NOT START	954 USA	124009 S07
CUSTOMER STATES ENGINE WONT START TOWING	352 USA	127838 S07
CUST STATES WHEN A C ON 1ST NOTCH FEELS SLIGHT HEBITATION ON ACCEL	407 USA	124224 S07
CUSTOMER STATES CAR HAS STALLED OUT AND CUTS OUT WHILE DRIVING, NOT ALL THE TIME AND HAS NO POWER WHEN THIS HAPPENS	724 USA	144420 S07
CUST STATES VEHICLE WILL CRANK NO START	305 USA	124011 S07
NO START ENGINE DOES NOT START	954 USA	124009 S07
D21 ENGINE STALLS WHEN DRIVING	581 USA	124523 S07
CUSTOMER STATES VEHICLE BUCKS WHILE DRIVING	681 USA	124217 S07
CUST STATES VEHICLE SPINS OVER BUT WILL NOT START	305 USA	124013 S07
VEH SPINS, BUT WONT START	806 USA	158507 S07
CONCERN: C S ENGINE CRANKS BUT WILL NOT START. STARTED HAVING PROBLEM LAST WEEK WITH NO POWER ON ACCELERATION.	717 USA	118517 S07
CONCERN: C S ENGINE CRANKS BUT WILL NOT START	850 USA	124527 S07
CUSTOMER STATES CHECK ENGINE LIGHT ON OK	385 USA	158559 S07
CUSTOMER STATES VEHICLE CRANKS WILL NOT START	817 USA	152412 S07
VEHICLE TOWED IN, CRANKS BUT WONT START.	813 USA	124203 E91
ENGINE CRANKS BUT WILL NOT START.	813 USA	124203 S07

WHEN 1 4 TANK GAS LET SIT WILL RESTART	USA	124807 S07
CUSTOMER STATES ENGINE STALLS AT TIMES WHILE DRIVING..	904 USA	124206 S07
CUSTOMER STATES CAR DIED WHILE DRIVING	802 USA	111519 S07
CUST STATES VEH DIED WHILE DRIVING	602 USA	171173 S07
WF D21 VEHICLE WAS WARMSTARTED CUTTING OUT,SPUTTERING,LOST POWER	954 USA	124016 S07
CRANK NO START	818 USA	171251 S07
CHECK ENGINE STARTED SPUTTERING, THEN DIED. WOULD NOT RESTART. ** SALLY'S WRECKER ** USAC **	626 USA	171072 S07
CUST. STATES CRANK NO START. TOWED IN BY ROADSIDE.	301 USA	127006 S07
VEHC WONT START	818 USA	171040 S07
CUST STATES CRANK NO START	845 USA	113465 S07
D02, PER GUEST ENGINE WOULD CRANK BUT WILL NOT START. BUT IF VEH. IS PUSHED TILL 3RUN JUST FINE.	954 USA	124010 E91
CAR TURNS OVER BUT WILL NOT START D02	207 USA	111225 S07
ADVISE ON VEHICLE HESITATES ON ACCELL, POOR FUEL MILAGE.	215 USA	116051 S07
CHECK VEH IS INTERMITTENTLY BUCKS AND JERKS	581 USA	124041 S07
	385 USA	171178 S07
CUSTOMER STATES HESITATION AND PWR LOSS DRIVING.	958 USA	152772 S07
CUST STATES THAT THE CAR JUST QUIT GOING DOWN ROAD PLEASE ADVISE	304 USA	147552 S07
CRANKS WONT START	USA	121290 S07
KEEPS DIEING GOING DOWN ROAD HAVE TO HOOK UP FLIGHT RECORDER	808 USA	172203 S07
CUST STATES HESITATES AND STALLS	815 USA	152574 S07



CUSTOMER STATES VEHICLE WILL NOT START	410 USA	127037 S07
CHECK FOR NO START	305 USA	124013 S07
CUST STATES VEH IS VERY SLOW TO START, WILL START ON 2ND TRY ADVISE	972 USA	152012 S07
CUST STATES THE CAR WILL NOT START ADVISE	USA	124807 S07
CAR HAD BEEN DRIVEN A WHILE,WHEN IT STARTED TO SPIT SPUTTER	440 USA	144121 S07
CAR WONT START FAULTY FUEL PUMP DIAG NO START	858 USA	116439 S07
WONT START	305 USA	124057 S07
VEH DIES WHILE DRIVING, AFTER SITTING, WILL RESTART BUT DIES AGAIN	305 USA	124494 S07
CUST STS VEH WILL SPUTTER AND DIE AFTER DRIVING FOR A WHILE	419 USA	148057 S07
CUSTOMER STATES WHEN DRIVING HAS BUCKING AND JERKING (JESSE CONTACTED FOR ENGINEER AND WAS ADVISED T	239 USA	124414 S07
CUST STATES ENGINE STALLS AT HIGHWAY SPEEDS,WHEN RESTARTED IN O REVV ON ACCEL,AFTER IT WILL JERK AND BUCK FEELS LACK OF GA	305 USA	124057 S07
CUST STATES VEH BUCKED AND JERKED WHILE IN THIRD GEAR, WHEN THIS HAPPENED VEH WAS STUCK IN FIRST GEAR	954 USA	124014 S07
CUSTOMER STATES ON ACCELL FROM A STOP THE TRANS SLIPS & THEN BANGS INTO 2ND GEAR?? SEEMS TO HUNT BACK & FORTH AND BUCKS AT HIGHWAY SPEEDS?? HOT & COLD AND O D LITE STAYS ON??	688 USA	148048 S07
CHECK FOR MISS IN ENGINE ON FULL	305 USA	124041 S07
VEHICLE MISSING AND QUITS	609 USA	174445 S07
CUSTOMER STATES WHEN THE TANK IS UNDER A QUARTER & GOING UP A STEEP HILL THE CAR LOOSSES POWER? WONT GO OVER THE TOP??	313 USA	148029 S07
CUSTOMER STATES VEHICLE WILL TURN OVER WILL NOT START	305 USA	124015 S07
D21 CUSTOMER STATES VEHICLE STALLED WHILE DRIVING CRANKS BUT WILL NOT START TWICE THIS MORNING WHILE DRIVING ON HIGHWAY ALL DASH GUAGES DROPPED TO NOTHING, CAR STARTED JERKING RUNNING ROUGH, HIGH PITCHED WHINE AS IF IN TOO LOW OF A GEAR	412 USA	144403 S07
	425 USA	174445 S07
CLIENT REPTS HARD START OR LONG CRANK NO START WHEN ENGINE DOES START IT WONT STAY RUNNING	610 USA	113055 S07

AFTER VEHICLE HAS BEEN DRIVEN AWHILE DIES WHILE DRIVING AND HAS TO WAIT  
AWHILE TO RESTART

861 USA

124041 S07

DOZ ENGINE TURNS OVER BUT WILL NOT START. CUST STATES CAR STALES AND IS HARD  
TO START AT TIMES, ALWAYS CRANKS.

813 USA

124046 S07

CUSTOMER STATES ENGINE WONT START CRANKS NO START.

807 USA

113830 S07

CUSTOMER STATES THAT THE VEHICLE WOULD NOT START, CRANKED BUT DID NOT  
START, FINALLY STARTED AND THE CHECK ENGINE LIGHT IS ON AND RUNS ROUGH

954 USA

124041 S07

CUST\_TXT

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USA	Q67	V43	AK	S11	

USA	Q67	V43	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V43	AK	S11	@
USA	Q67	V42	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V43	AK	S11	@
USA	Q67	V43	AK	S11	
USA	Q67	V41	AK	S11	
USA	Q67	V42	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V41	AK	S11	
USA	Q67	V42	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V43	AK	S11	
USA	Q67	V42	AK	S11	

USA	Q87	V42	AK	S11	
USA	Q87	V43	AK	S11	
USA	Q87	V43	AK	S11	
USA	Q87	V43	AK	S11	
USA	Q87	V42	AK	S11	
USA	Q87	V43	AK	S11	
USA	Q87	V43	AK	S11	
USA	Q87	V43	AK	S11	Ⓢ
USA	Q87	V42	AK	S11	
USA	Q87	V43	AK	S11	Ⓢ
USA	Q87	V43	AK	S11	
USA	Q87	V43	AK	S11	
USA	Q87	V41	AK	S11	
USA	Q87	V43	AK	S11	Ⓢ
USA	Q87	V43	AK	S11	Ⓢ
USA	Q87	V42	AK	S11	
USA	Q87	V43	AK	S11	
USA	Q87	V43	AK	S11	
USA	Q87	V43	AK	S11	Ⓢ
USA	Q87	V43	AK	S11	

USA Q67 V42 AK S11 @

USA Q67 V43 AK S11 @

USA Q67 V42 AK S11

USA Q67 V43 AK S11

ENTRY\_SOLD CRT\_CD VPS\_CD AWS\_VL\_CD WRT\_CD TR\_FLAG

9834.5

Requested Distance-Kilometers  
PROCK\_DT

MILGE

	TECH_TXT1	TECH_TXT2	Carbon	Fuel Indicator	Other
15-Dec-01	EEC TEST P1297 PPT TEST OK FUEL PRS 15PSI REMOVE AND CLEAN CONTAMINATION FROM TANK. REFER TO S9M12418 RENEW FUWL PUMP AND CLEAR CODES REPLACED 2 FUEL PUMP.				
7-May-02	D02 28 2N62 9H307 BA WDS TEST PINPOINT TEST REPLACE FUEL PUMP REPROGRAM		X		
14-Jan-02	4 PROCESSOR ROAD TEST & RETEST 4 REPLACE FUEL PUMP NO PSI AND REPLACE FUEL FILTER				X
4-Jan-02	8 CP8H307 CC42 VERIFIED FUEL GAUGE INOP. RAN NGS TEST FOR CODES. FOUND CODE B1202. RAN PINPOINT TEST ON FUEL GAUGE. GAUGE OK. RAN PINPOINT TEST ON FUEL				X
17-Dec-01	8 SENDER HARNESS. HARNESS OK. RAN PINPOINT TEST 8 CKD THE EECV SYSTEM IN KOEO PASS N KOEOC PASS N KOER 0 PERFORMED EXTENSIVE			X	
9-Mar-02	8 PINPOINT DIAG USING NGS PID MONITOR 1 CRANKS WOULD NOT START EEC TESTED NO CODES PERFORMED FUEL PRESSURE AND				X
14-Jan-02	7 IGNITION SYSTEM TESTS MONITORED FUEL RAIL PID8 1 VEHICLE NOT GETTING ENOUGH FUEL PRESSURE MODULE COMMANDING MORE PRESSURE PUMP RUNNING, BUT NOT GETTING UP TO RIGHT PRESSURE TRIED 10 INSTALLING NEW PUMP WOULD NOT FIT NEED TO TALK TO PARTS OR EXPEDITOR				X
15-Feb-02	DEFECTIVE FUEL PUMP & DRIVER MODULE NGS PID MONITOR, PIN POIN TEST,REPACE FUEL PUMP DRIVER MODULE,CLEAR CODES & RETEST NO DTC S,FUEL PUMP DIAGNOSIS				
13-Jul-02	11 OPSI REMOVE FUEL TANK AND REPLACE FUEL PUMP ASSEMBLY				X
5-Apr-02	11 INOP FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS 35 X REPL FUEL PUMP				X
14-Dec-01	EEC TEST KOEO PASS, KOER PASS. PERFORM FUEL PRESSURE TEST 12 PSI SPEC IS 45 PSI. CHECK LINES FOR RESTRICTIONS REMOVE GAS TANK. REPLACED FUEL PUMP 60 MODULE. ALSO FLUSHED GAS TANK HAD SEDIMENT IN IT. REIN				X
18-Jul-02	NO START,EEC TEST P1297 PIN POINT TEST H FOUND POWER GOOD GROUND OK RESISTANCE OK, FUEL PUMP BAD FRP WAS AT 28PSI(DATA DISPLAY TEST)REPLACED				
4-Feb-02	78 PUMP FRP AT 43PSI,CHECK ENGINE LIGHT ON NEW CODES 102,113 M				
19-Apr-02	126 PERFORMED EEC TESTS. REPLACED FAULTY FUEL PUMP. 127 FOUND FAULTY FUEL PUMP REPLACED FUEL PUMP				X
6-Feb-02	154 SELF TEST CODES KOEO PASS KOER PASS CONT PASS LIGHT OFF. OK FOR FUEL PRESSURE HAD NONE. REPLACED FUEL PUMP AND FUEL PUMP DRIVER MODULE POST 134 ROADTEST OK 9H307 60372 CC42				X
15-Apr-02	143 FUEL PUMP ELECTRIC (IN TANK) REPLACE (8350 8AN07 9H307 8H318)				
4-Feb-02	226 SHORTED EEC (QUICK TEST) DIAGNOSIS 240 CRANK NO START. DIAG. VERIFY CONCERN, CHECK FUEL PRESSURE, PERFORMED PINPOINT TEST HC29 40, REPLACED FUEL PUMP, RETESTED, VEHICLE STARTS AND RUNS NOW. CLEARED CODES, P1000.				X
29-Jan-02	240 RUNS NOW. CLEARED CODES, P1000.				X
20-Dec-01	278 M TIME FLUSH Talc EEC (QUICK TEST) DIAGNOSIS PIN POINT TEST DIAGNOSIS 302 CHECKED FOR COLD NO START VERIFIED NO START PUSHED VEHICLE IN AND INSPECTED PERFORMED WDS EEC QUICK TESTS RETRIEVED CODES P1233 FUEL PUMP				X
29-Apr-02	302 CONCERNS PERFORMED PID DATA MONITOR TESTS OPSI ON CO 1 EEC TEST, FUEL LEAKDOWN TEST, IGNITION TEST, PINPOINT TEST, NGS ROAD TEST				X
9-Apr-02	324 (3074) REPLACED FUEL PUMP, RETESTED (4284)				X
18-Jan-02	TEST DROVE EEC TEST W WDS PASS CODES PRESENT 8 STARTED NUMEROUS TIME NO PROBLEM FOUND WHEN CUSTOMER CAME TO PICK UP VEHICLE ENGINE CRANKED BUT 327 WOULD NOT START HOOK UP TEST EQUIPMENT VEHICLE STARTED IN EEC SYSTEM DIAG PERFORMED NO DTC, S IGNITION AND FUEL SYSTEM DIAG PERFORMED. MONITOR AND RECORD FRP PRESSURE REPLACED FUEL PUMP				X
18-Jul-02	373 ASSY. REPROGRAM PCM RETEST FOR NORMAL OPERATION ALL SYSTEM PASS OK NO START TEST IGN SYS EEC TEST TEST FUEL SYS ZERO PSI FOUND PINPOINT REPL		X		
25-Feb-02	386 FAULTY FUEL PUMP AND TANK RETEST SYS IN SPECS PASS RAN OASIS 85M 15416 ROAD TESTED COULD NOT VERIFY CONCERN CKE O PCM UPDATES NONE FOUND BARO 130.3 LTFT NEG 7.17 BARO AND FUEL TRIMS OK NEED TO DROP FUEL				X
14-Jan-02	411 TANK CLEAN OUT DEBRIS AND REPLACE FUEL PUMP REPL				X
		ACED FUEL P			

	TEST EEC SYSTEM PULLED CODE 1283 IN MEMORY MONITOR FUEL SYSTEM TEST FUEL PRESSURE CALL HOTLINE CHECK ELECTRICAL CONN GROUNDS AND INTIA		
21-Mar-02	449 SWITCH MONITOR FUEL PUMP DUTY CYCLE RUN ENGINE LMT 519 VERIFY CONCERN MONITOR FUEL PRESSURE PID WHILE ON TEST DRIVE FP DROPS TO 8 8 PSI INTERMITTENTLY AND VEHICLE HESITATES AND OR STALLS. REMOVE FUEL	ILL HOT AND RETEST CHECK FUEL QUA	x
3-Jan-02	517 TANK AND INSPECT. DISCOVER DIRT AND DEBRIS DIAG NGS 1283, FUEL PUMP DRIVER MOD OFFLINE. CAUSE BY FUEL PUMP.	IN TANK AND	x
18-Dec-01	528 REPLAC		x
31-Jan-02	535 TOWED IN AND REPLACE THE FUEL BENDER AND MODULE 569 FUEL PUMP INOP RUN ON WDS PINPOINT TEST DATA. LOGGER DISPLAY FUEL SYSTEM TEST TEST FUEL PUMP IN VEHICLE REPLACED FUEL PUMP ASSY RETESTED OK		x
9-Mar-02	559 KOEO..PASS. KOEC..PASS. KOER..PASS. MIL N CHECKED FOR NOT STARTING. TESTED EEC3 CODE P1293. DID PIN POINT TEST. DID DCL DISPLAY. DID FUEL PRESSURE TEST 0 PSI R AND R FUEL TANK AND INSTALL NEW FUEL		x
4-Feb-02	585 PUMP. CLEAR CODE . RETESTED PASSED. CC 42		x
10-Apr-02	700 INOP EEC (QUICK TEST) DIAGNOSIS		x
2-Jan-02	763 DELIVERY MODULE EEC (QUICK TEST) DIAGNOSIS VERIFY TEST BATTERY OK WDS NO DTCS NECC TO REPLACE WITH UPDATED FUEL PUMP		x
11-Mar-02	784 AND REPLACE FILTER VERIFY OK		x
29-Mar-02	953 REPLACED PUMP MOPEL		x
	976 DROPPED FUEL TANK AND INSPECTED FOR CONTAMINATION THERE WAS NO TRASH AT		x
25-Feb-02	975 ALL IN FUEL TANK REPLACED FUEL PUMP PER SERVICE INSTRUCTIONS		x
	CONFIRMED INTERMITTENT NO START. CHECKED FOR SECONDARY SPARK GOOD. PERFORMED FUEL PRESSURE CHECK WITH NGS WHILE CRANKING. REMOVED		
25-Mar-02	1002 FUEL TANK TO INSTALL NEW FUEL MODULE. WRONG PART ORDERED REORDERED. ATTEM 1003 DIAG FOR NO START INSTALL WDS RETRIEVE CODES SYS PASS GO TO KOEO SELF TEST GOT CODE FOR SHORTED FUEL DELIVERY MODULE CHECK FUSES FOUND FUEL	PTED TO USE NEW FUEL PUMP IN OLD /	x
18-Dec-01	1003 PUMP FUSE BLOWN PINPOINT TEST FUEL PUMP CIRCUIT FOUN VERIFIED COMPLAINT. TRACED TO FAULTY FUEL PUMP. R AND R NEW FUEL PUMP.	D SHORTED FUEL PUMP MOTOR RMR FL	x
28-Jan-02	1108 RETEST OK		x
	CC882 TEST EEC, FUEL PRESSURE TEST, REPLACED FUEL PUMP, & FUEL PUMP DRIVER		
20-Feb-02	1151 MODULE, RETEST PERFORMED WDS DIAGNOSIS, FUEL PRESSURE & PIN POINT TEST. REPLACED FUEL PUMP		x
14-Dec-01	1324 MOTOR NO START FUEL PUMP PRESSURE TEST ON VEHICLE DIAGNOSIS REPLACE		x
18-Dec-01	1329 FUEL PUMP PERFORMED EEC TEST PIDS MONITR, CODE P1293 PROFORMED CURCUT TEST AND		x
15-Jul-02	1332 FUEL PSI TEST FUEL PSI AT 24 PSI .42 INTANK PUMP DRAIN AND DROP TANK REPLACED FUEL PUMP ASSEMBLY		x
18-Jan-02	1426 REINSTALLED REFILL TANK TEST DROVE OK.		x
12-Mar-02	1640 REPLACED THE FUEL PUMP INSPECTED AND RAN TEST FOUND OCDE P0199 FUEL PUMP REPLACED FUEL PUMP AND		x
17-Dec-01	1680 TEST		x
2-Jan-02	1623 EEC DIAG REP FUEL PUMP INOP VERIFIED CONCERN, LOWERED FUEL TANK, INSPECTED, FOUND FUEL LINE TO PUMP RETAINER CLIP BROKE, REPLACED FUEL PUMP ASSEMBLY, REASSEMBLE AND RETEST,		x
2-Apr-02	1699 OK RAN WDS. FOUND NO CODES IN SYSTEM. FOUND 8SM FOR REPLACEMENT OF FUEL PUMP.		x
17-Dec-01	1703 CLEANING OF TANK AND REPLACEMENT OF TRANSDUCER NGS START UP EEC TEST NO DTC PIN MONITOR AND RECORD IGN SYST DIAG CHECK		x
18-Jun-02	1723 FUEL PRESSURE DCL DISPLAY REPROGRAM PCM EVAP 1699 9-307 WT RUN EEC TEST P111 10 P111, RUN MONITOR TEST, IGN TEST, LOCKED AT PIDS, MONITOR ROADTEST, FUEL PRESSURE TEST, FOUND AT TIMES FUEL PUMP WOULD		x
1-May-02	1849 LOOSE FUEL PRESSURE, REPLACED FUEL PUMP AND ROAD TEST CONFIRMED POWER BALANCE TEST ALL CYL NORMAL REMOVE ALL PLUGS FOR INSP ALL NORMAL COMPRESSION TEST FUEL PUMP ASSEMBLY REASSEMB RETEST	FUEL FILTER, RETEST, ROADTEST P111	x
19-Mar-02	1941 ROAD TEST ALL OK FUEL PUMP REPLACED, ROAD TEST TO VERIFY. EEC (QUICK TEST) DIAGNOSIS PIN		x
18-Feb-02	2001 POINT TEST DIAGNOSIS		x



5-Apr-02	2170	CHECKED FOR NO START AND TURNS OVER BUT WONT CATCH. SCANNED FOR CODES WITH NGS AND RETRIEVED CODE P1237 FOR PART ORDERED DAILY FUEL PUMP SEE 88M16418 TEST EEC SYSTEM NO CODES PERFORM DIAG INSTALL FUEL PSI GAUGE AND ROAD TEST FUEL PSI TO LOW DRAIN FUEL TANK AND		X
17-Jan-02	2254	PERFORM KOEO KOER PASS. PERFORM PINPOINT TEST. PERFORM PID DATA MON.		X
28-Feb-02	2348	PERFORM IGN SYSTEM TEST. PERFORM FUEL PRESSURE VERIFY CONCERN CHK FUSE AND RELAY OK FULE PRESSURE TEST NO FUEL PRESSURE		X
19-Dec-01	2381	NECC TO REPLACE FUEL PUMP AND FILTER VERIFY OK		X
3-Jan-02	2435	FUEL PUMP FAILURE REPLACED FUEL PUMP 8808 FUEL PUMP #1807, FUEL PUMP DRIVER MODULE BOSTS WDS SELF TEST, DATA LOGGER, DCL MONITOR AND RECORD, FUEL PRESSURE AND LEAK DOWN, PIN POINT		X
11-Jan-02	2500	TEST, REPLACED FUEL PUMP AND FUEL PUMP DRIVER MODULE, PERFORMED EEC TEST. P1239 PERFORMED PPT. FUEL PRESSURE TEST. LOW PRESSURE	RETEST, TEST DROVE CC42	X
15-Dec-01	2588	MONITORED PIDS, ACTIVE COMMAND. REMOVED		X
22-Apr-02	2602	VERIFIED CRANK NO START. RAN CODES HAVES CONTINUOUS. CODE P1238 RAN TESTS AND FOUND GETTING POWER TO PUMP, BUT REPLACED FUEL PUMP DRIVER MODULE AND VEHICLE RAN ABOUT 20 MINUTES AND DIED AGAIN. THIN 2618 #1807 CUSTOMER STATES CUTS OFF INTERMITTENTLY MIL NOT ON EEC TEST KOEO PASS KOEC PASS KOER PASS FUEL PRESSURE TEST OK ROAD TEST PID MONITOR FUEL PRESSURE DRIPS TO 17 PSI WHEN HOT AND STALLS R	K I RAN	X
28-Feb-02	2618	2717 ROAD TEST FOR POOR RUNNING CONCERN INSTALL NGS AND PERFORM KOEO AND KOER TEST FOUND NO CODES SELECT PIDS FOR FUEL PRIORITY INSTALL FUEL PRESSURE GAUGE AND ROAD TEST FOUND FUEL PRESSURE TO BE	EPLACE FUEL PUMP ROAD TEST OK	X
21-Dec-01	2717	2738 42 PIN POINT TEST DIAGNOSIS		X
19-Mar-02	2738	D42 42 LOW PRESSURE 2652 #1807 AA W.D.S TEST REPLACE FUEL PUMP ASSY AND		X
31-Jan-02	2837	REPROGRAM PROCESSOR & RETEST SYSTEM		X
11-Jan-02	3035	INSTALL SOP FOR NO START AT TIMES REPL FUEL PUMP, FILTER CLEAR FUEL TANK, LINES SEE RO 97735		X
4-Apr-02	3168	REPLACE FUEL PUMP AFTER MANY ATTEMPTS TO DUPLICATE NO FUEL PRESSURE TEST FUEL DELIVERY SYSTEM FUEL PUMP MOTOR FAILURE		X
6-Jun-02	3173	REPLACED FUEL SENDER ASSY		X
28-Feb-02	3412	SHORTED FUEL PUMP ROAD TEST TO VERIFY CONCERN NGS START UP EEC TEST PASS DCL DISPLAY FUEL PRESS TEST 0 PSI PIN POINT TEST J REPLACE SHORTED FUEL PUMP TEST & REPL DEAD BATTERY, CK EEC SYSTEM, KOEC P1233, P1237, TEST WITH MONITOR, CK FUEL PRESS ZERO, REPL FUEL PUMP & FILTER FOR NO START		X
25-Apr-02	3458	CONCERN BATTERY WAS DAMAGED BY NO START CONCERN EEC TEST NO CODES. MONITOR TEST LEAN BOTH BANKS PRESSURE TEST, LOW PRESSURE TEST PUMP FAULTY PUMP. REMOVED AND REPLACED FUEL PUMP RETESTED		X
8-Feb-02	3519	OK		X
8-Feb-02	3627	NGS HOOKUP. NO DTCS. CHECKED FUEL RAIL PRESSURE PID. 0 PSI. CHECKED CIRCUIT TO FUEL PUMP. FOUND FUEL PUMP FOUND FUEL PUMP TO BE FAULTY		X
6-Jan-02	3688	3688 DIAG USING NGS FOUND CODE P0480 PERFORM PINPOINT TESTS FOUND INTERMITTANT FUEL SENDER REPLACE PUMP AND SENDER AND RETEST ALL OK		X
29-Jan-02	3682	D38 42 VERIFY LOSS OF POWER, TEST SEC V KOEO PASS, KOEC PASS, KOER PASS, DO MONITOR PID ROAD TEST, DCL DISPLAY POWER BALANCE		X
22-Jan-02	3711	CK NO START PULLED CODES P1237 RAN PPT TEST R/R EXHAUST AND FUEL TANKS		X
2-Jan-02	3788	REPLACED FUEL PUMP AND RETEST		X
25-Jul-02	3788	TEST SPARK RUN PINPOINT ON FUEL PUMP BAD REPLAC ROAD TEST 8808 R/R VALVE COVER CK TIMING BELT REPL IAC, FUEL PUMP, SENDING UNIT RETEST		X
20-Jan-02	3884	3788 RO TEST		X
13-Jun-02	3987	3980 FUEL PUMP 42 CHECK NO START, PERFORM IGN SYSTEM PINPOINT TESTS, FOUND OK, PERFORM FUEL PRESSURE TEST, FOUND NO PRESSURE. PERFORM PINPOINT TEST ON FUEL PUMP FOUND FUEL DEFECTIVE. DROP GAS TANK AND 3988 FUEL PUMP. 26 WR ROAD TESTED AND VERIFIED CONCERN PERFORMED WDS DIAG. 10#80E, E1, E1X1, E2, E5, E10, E20, E24, E30. RETRIEVED NO DTC. FOUND FUEL PRESS. LOW. AT ACCEL. R/R FUEL PUMP AND RETESTED. REPAI	REPLACE FUEL PUMP.	X
			RS PASS, OK.	X

10-Jan-02	4155	MTIME; PERFORM SPARK DURATION;PERFORM FUEL PRESSURE TEST FOR THE SECOND TIME;INSPECT FUEL PUMP & FILTER;PERFORM PID DATA & RECORDED. 4170 INSPECTED FOR THE CAUSE OF THE VEHICLE NOT STARTING. VERIFIED THE COMPLAINT. PERFORMED PIN POINT TEST DIAGNOSIS. PERFORMED EEC QUICK TESTS.	X
11-Mar-02	4170	NO DTCS PERFORMED PID DATA MONITOR RECORD TESTS. PE 3 88 WDS TEST KOEO SELF TEST CODE P1237 DCL DISPLAY PERFORM FUEL PRESS AND LKDN TEST 0 PSI PINPOINT TEST BAD FUEL PUMP REPLACED CLEARED CODES RETEST	X
19-Feb-02	4213	KOEO PASSED ROAD TEST OK	X
15-Feb-02	4227	FUEL PRESSURE TEST REPLACED FUEL PUMP TESTED WITH NGS CODE P1238 CK INERTIA SWITCH PINPOINT TESTED CK PIDS TESTED	X
25-Jan-02	4278	FUEL PRESSURE ZERO PSI RPL PUMP AND RETESTED OK 4721 42 128500 .2 9105A .4 83500 3 9350E 1.4 9278A .5 HRS. PERFORM EEC DIAGNOSIS. NO DTCS STORED. PERFORM FUEL PUMP PRESSURE TEST. NO PRESSURE. CHECK POWER	X
24-Jan-02	4721	AND GROUND TO PUMP. TEST AND REPLACE FU VERIFY NO START EEC TEST KOEO PASS NO CONTI CK FUEL PRESSURE NONE BAD FUEL PUMP REPLACE FUEL PUMP EXTRA TIME TO FIND PART WRONG PART NUMBER LISTED	EL PUMP AND FILTER. CLEAN OUT FUEL X
28-Feb-02	4782	FOR O2 FOCUS NEEDED TO CALL FORD FOR CORRECT	X
30-May-02	4805	REPLACE MODULE AND RETEST. EEC TEST CODE P0171 LEAN HEGO PERFORM FUEL PRESSURE TEST 12 POUNDS MONITOR PIDS DCL REPLACE FUEL PUMP AND DRIVER MODULE ROAD TEST RETEST O.K.	X
25-Feb-02	4888	REPROGRAM PCM TO LATEST CALIBRATION O.K. 128500 02 DX1 01 0	45 03 D81 06 D84 02 9360D 03 8380E14 M X
9-Jan-02	4848	IMPROPER OPERATION 04207 C042 DIAG AND REPLACED FUEL PUMP ASSEY EEC TEST NO CODE PIN MONITOR NO TEST OK FUEL PRESSURE REPLACE FUEL PUMP	X
10-Mar-02	5005	ASSEMBLY AND RE TEST	X
21-May-02	5185	FUEL PUMP ELECTRIC (IN TANK) REPLACE (8360 BA07 04207 B-818) 5308 INOP VERIFY CONCERN, CAR STARTED. CHECK ENGINE LIGHT ON;PERFORM NGS TEST FUEL PRESSURE SECONDARY CIRCUIT FAILURE CODE;PERFORM PINPOINT TEST.	X
7-Jan-02	5308	FOUND FUEL PUMP INOP, TECH #1 R&R IN TANK FUEL PUMP 5345 GROUND IN PUMP W CK ALL GROUND TO BODY FOR FUEL SYSTEM FOUND NOTHING WRONG CK FUEL PRESSURE OK LET RUN FOR A HOUR OR TWO ENGINE DIE WOULD NOT	P AND R&R FUEL FILTER, CLEAN LINES ( X
17-Jan-02	5336	START BACK UP TILL YOU LET IT SET FOR A 1/2 HOUR 0	R 30 RECK OK R&R FUEL PUMP AND RE X
4-Mar-02	5366	DIAGNOSE AND R&R FUEL PUMP ASSEMBLY; ENTERED AT WPI	X
10-May-02	5451	N. REPLACE FUEL PUMP. RETEST OK.	X
24-May-02	5477	PERFORM FUEL PRESSURE TEST NO PRESSURE FOUND FUSE F12 BLOWN REPLACE FUSE STILL NO FUEL PRESSURE REPLACE FUEL PUMP AND RECHECK OK 5542 TEST DRIVE MIL ON P1238 18800E 2,3,4,5,7,10,18,20,24. SOP FUEL PUMP AND DRIVER	X
28-Jan-02	5542	MODULE	X
17-Apr-02	5554	REPLACE FUEL PUMP INOP EEC TEST,DCL TEST,FUEL PRESS TEST 01 PSI,FUEL PUMP DUTY CYCLE 0 HZ FOUND FUSE F12 BLOWN 15 AMP,REPLACED BLOW FUSE AGAIN TRACE SHORT FOUND FUEL PUMP	X
23-Jan-02	5553	SHORTED BLOWING FUSE,REPLACED FUEL PUMP,RETEST ROADTE	ST,VERIFIED REPAIR. X
7-Jan-02	5501	EEC TEST CODE P1238 PINPOINT TEST MONITOR PIDS DCL DISPLAY FUEL PRESSURE TEST 0 POUNDS REPLACE FUEL PUMP AND FILTER AND RESET PCM O.K.	X
31-Jan-02	5634	NGS TEST NO DTCS STORED ELEC DIAG HAVE FIRE FUEL PRESSURE TEST NO FUEL PRESSURE REPLACED FUEL PUMP IN TANK RETEST 45 PSI AT RAIL RETEST OK	X
12-Jun-02	5649	REPLACE FUEL PUMP AND REPROGRAMMED PCM FUEL PUMP OPEN VERIFIED CUSTOMER CONCERN AND RAN DIAG NO CODE PERFORMED PRESSURE TEST	X
15-Jan-02	5551	AND FOUND HAD NO FUEL PRESSURE REPLACED FUEL PUMP VERIFY CONCERN WDS TEST PIN POINT TEST, DATALOGGER SPARK DURATION INJECT FLOW TEST, PWR BALANCE, RELATIVE COMP TEST, FUEL REPLACED FUEL PUMP AND	X
21-Dec-01	6400	DRIVER MODULE AND REPROGRAMMED PCM 1 VERIFY CONCERN REPL FUEL PUMP,PCM AND FUEL PRESSURE REGULATOR ROAD	X
22-Jan-02	6533	TEST RECHECK OK NOW	X
21-Mar-02	6687		X

	5766 SELF TEST KOER P1000, KOED P1000, CONT. P1000 CHECK ENGINE LIGHT OFF. RAN FUEL PRESSURE TEST FAILED FUEL PRESSURE TEST. EXCESSIVE PRESSURE LOSE.	
18-Apr-02	0700 REPLACED FUEL PUMP 6H307. VEHICLE NOT STARTING. VERIFIED CRANK WDM T START WDS START EEC TEST CODE PASS DATA LOGGER, PID	X
10-Jan-02	6543 MONITORED FUEL PRESS AND LEAKDOWN VERIFIED, WDS HOOKUP, DCL DISPLAY, PINPOINT TEST, IGNITION SYSTEM TEST. MONITOR ROAD TEST, VIE WIED RECORDINGS AND FOUND FPR GOES TO 2PSI, HOOK ED	X
30-Apr-02	6887 UP FUEL PRESSURE GAUGES, FOUND FUEL PRESSURE DROP 7026 FAULTY FUEL PUMP 6H307 42 12850D 2 DX1 .1 D45 .3 D56 .3 D80 .1 D81 .5 98808 .3 D .2 E 1.4 8000D .4 CORRECTION: TEST EEC KOED PASSED KOED PASSED KOER PASSED.	S INTERMIT, CHECKED FUEL PUMP CIRX X
11-Feb-02	7014 RAN OASIS AND CHECKED ALL POSSIBLE.	E LOOSE CORRODED GROUNDS, ALL OF X
12-Aug-02	7144 FUEL PUMP INOP FUEL PUMP LOW FUEL PRESSER AND BRACKET IN FUEL TANK COME APART AND NOT HOLDING FUEL PUMP IN TANK CHECK OUT FUEL PRESSER AND REMOVE FUEL TANK AND	X
3-Apr-02	7155 CHECK OUT AND INSTALL NEW FUEL TANK AND PUMP AND DRIVER	X
14-Dec-01	7262 FAULTY FUEL PUMP EEC (QUICK TEST) DIAGNOSIS 7638 42 6H307 ERRATIC OP WAR BASIC. ROAD TEST. WDS START UP, EEC DIAGNOSIS PASS. DATALOGGER DIAGNOSIS ALL PIDS WITHIN SPEC. IGNITION SYSTEM TEST PASS.	X
7-Jun-02	7638 POWER BALANCE TEST PASS. FUEL SYSTEM TEST PA EEC TEST PID MONT CK FUEL PRESS PINPOINT TEST REMOVE GAS TANK REPLACE FUEL	SS. FLIGHT RECORD ER ROAD TEST, FU X
13-Mar-02	7713 PUMP	X
21-Dec-01	7813 00 EEC (QUICK TEST) DIAGNOSIS 7911 6H307 42 WDS START UP, TEST FUEL SYS, FUEL PRESSURE 24 PSI. OUT OF SPEC.	X
18-Apr-02	7806 REPLACE FUEL PUMP. REPLACE FUEL FILTER. RETEST. SYS PASS. FOUND CODE P0101 FUEL RAIL PRESSURE CONCERN, RAN FUEL PRESSURE TEST 0 PSI AND ENGINE STALLED. FOUND OPEN CIRCUIT IN FUEL PUMP. REPLACED FUEL PUMP AND	X
17-Jan-02	8498 FILTER, RETEST, OK PUMP AND FILTER, AND FLUSHED FUEL TANK AS PER 6SM 15416, RETEST OK	X
6-Feb-02	8543 NOTE VEHICLE HAS NO REVERSE GEAR D02 42 VERIFY GAS LEAK AND CRANK NO START, TEST EEC V KOED PASS, KOEC	X
12-Apr-02	8600 PASS, KOER PASS, FOUND FUEL LEAK AT FUEL TANK, RETAINER CLIP ON PERFORMED CHARGING SYSTEM DIAGNOSIS, SYSTEM OK. INSPECTED FUEL SYSTEM FOR	X
22-Jan-02	8986 LOOSE CONNECTORS OR	X
27-Feb-02	8988 REPLACED PUMP AND FILTER	X
15-Jan-02	8342 PINPOINT TEST FOUND 6SM 10418 REPLACE FDM AND RETST VERIFIED CONCERN. RIN WDS PERFORM PINPOINT TEST. OPEN IN FUEL PUMP. CK GROUNDS PER OASIS MESSAGE 15947. REMOVE AND REPLACE FUEL TANK AND PUMP.	X
10-Jan-02	8570 VERIFIED REPAIRS. EEC TESTING, KOEO PASS, KOER PASS, KOEC PASS, INTERMIT IN FAULT TESTING EEC FUEL SYSTEMS, MALFUNCTIONING FUEL PUMP ELECTRONIC ENGINE CONTROLS TESTING.	X
9-May-02	9856 DCL TESTS, NGS ROADTEST MONITOR RECORDER. ON VEH UL FUEL PRESSURE TESTER NO FUEL PRESSURE CHECKED INERTIA SW ITCH, OK RR REAR SEAT AND TESTED POWER AT FUEL PUMP MODULE ALL OK FOUND FUEL PUMP	CLE FUEL PRESSURE TESTS, PINPOINT X
28-Jan-02	10841 FAULTY REPLACED SAME HAD TO RR FUEL TANK AND DRAIN RETEST	ALL OK X
15-Apr-02	10802 PERFORM FUEL PRESSURE TEST, REPLACE FUEL PUMP ASSEMBLY 11213 ROAD TEST NO MIL NO DRIVABILITY WDS DIAG. KOED PASS 10 PASS KOER PASS DATA LOGGER FUEL PRESS, + LEAKDOWN INJECTOR FLOW POWER BAL, PINPOINTS	X
17-Dec-01	11211 REMOVE FUEL TANK + CLEAN OUT 6SM 15416 REPLACE FUEL	PUMP (EXCESS LEAKDOWN RETEST CL X
28-Apr-02	11254 1 WDS, REPL FUEL PUMP NGS MONITOR FUEL PUMP SHORTED OUT BLEW FPM AND FUSE REPLACED FUEL	X
1-Feb-02	11542 PUMP, FUEL PUMP DRIVE MODULE, AND 15 AMP FUSE FLUSHED FUEL LINES ORDERED FUEL PUMP AND DRIVER MODULE P1233 EEC TEST, RETEST, PINPOINT, DCL, MONITOR, TEST IGNITION, TEST FUEL PRESSURE, REPLACED FUEL PUMP, REPLACED	X
21-Dec-01	12037 FUEL PUMP	X
14-Mar-02	12188 FUEL PUMP FAILURE EEC (QUICK TEST) DIAGNOSIS	X
	12241 1893 6H307 42 MIL IS NOT ON. NGS DIAG KOED PASS KOEC P1000 KOER P1000. NGS PINPOINT TEST. ROAD TEST NGS MONITOR & RECORDER FPR, RPM, TP, MAF, BARO, HEGO	
9-Mar-02	12223 ERRATIC FUEL PRESSURE AT CRUISE. SWITCHING FRO	X



CUST_TXT	AREA_CD	COUNTRY_CD	SLS_DLR_CD	TEN_CD	CHTRY_SOLD	QRT_CD	VPQ_CD	ARE_VL_CD	WRT_CD	TBL_FLAG
CUSTOMER STATES VEHICLE WONT START,TOWED FROM DOCK	703	USA	141046	807	USA	Q87	V42	AK	S11	
C S THAT VEHICLE STARTED , THEN STALLED AND WOULD NOT RE START.	872	USA	152012	807	USA	Q87	V43	AK	S11	
CUSTOMER STATES ENGINE WONT START	282	USA	141346	807	USA	Q87	V43	AK	S11	
FUEL GAUGE INOP,READS FULL THEN EMPTY THEN FULL	480	USA	171180	807	USA	Q87	V43	AK	S11	
CRANK NO START PARKED OUT BACK	580	USA	162826	807	USA	Q87	V42	AK	S11	
CUSTOMER STATES VEHICLE CRANKS BUT NO START D02	817	USA	127836	807	USA	Q87	V42	AK	S11	Ⓞ
TECH NOTICED DURING PDI VEHICLE WILL STALL WHENEVER STEPPING ON GAS	278	USA	147400	807	USA	Q87	V41	AK	S11	
D02 CRANKS BUT WILL NOT START.	920	USA	141900	807	USA	Q87	V41	AK	S11	Ⓞ
C S NO START CONCERN	782	USA	113067	807	USA	Q87	V43	AK	S11	Ⓞ
CHECK THE ENGINE DIED OUT & WILL NOT START. CLOSED BY WPI	214	USA	162006	807	USA	Q87	V42	AK	S11	
TOW IN DIE ON ROAD NO POWER POSSIBLE BROKEN CAMSHAFT PER HOTLINE	408	USA	174822	807	USA	Q87	V42	AK	S11	
VEHICLE STALLED AND CHECK ENGINE LIGHT CAME ON AND STAYED ON NO PERFORMANCE ISSUES ASSOCIATED	607	USA	168020	807	USA	Q87	V42	AK	S11	Ⓞ
CHECK STALLED AT A LIGHT AND WOULD NOT RESTART	418	USA	172017	807	USA	Q87	V43	AK	S11	
	814	USA	147080	807	USA	Q87	V42	AK	S11	
D02 CK THE VEH FOR A CRANK NO START CUST SAYS WENT TO VEH BUT WOULDNT START DIAG AND ADVISE \$108.00	215	USA	118064	807	USA	Q87	V41	AK	S11	Ⓞ
CUST REPORTS ENGINE CRANKS BUT WONT T START DIED WHILE BACKING UP AND NOW WONT RESTART	503	USA	174428	807	USA	Q87	V42	AK	S11	
C R ENGINE WOULD NOT START, JUST TURNED OVER	286	USA	121012	807	USA	Q87	V42	AK	S11	Ⓞ
URNS OVER WONT START	818	USA	141433	807	USA	Q87	V42	AK	S11	
CUSTOMER STATES CAR IS STALLING	419	USA	148054	807	USA	Q87	V43	AK	S11	
CUSTOMER STATES WHEN THE CAR IS COLD IT IS HARD TO START	806	USA	124013	807	USA	Q87	V43	AK	S11	Ⓞ
CUSTOMER STATES VEH WONT CRANK IF PARKED OVERNIGHT. IF CUSTOMER TRIES TO START 6 OR 8 TIMES ,LETTING	810	USA	148808	807	USA	Q87	V41	AK	S11	Ⓞ
INSPECT FOR ENGINE STALLED AT IDLE WHEN ENGINE WAS WARM INTERMITTETNLY	214	USA	152006	807	USA	Q87	V41	AK	S11	Ⓞ
D21 VEH DIES WHILE DRIVING AND ATURNS AND WHEN COMING TO A STOP	816	USA	153002	807	USA	Q87	V43	AK	S11	Ⓞ
CHECK NO START BUT CRANKS	440	USA	144018	807	USA	Q87	V43	AK	S11	Ⓞ
CUSTOMER STATES INTERMITTANT STALLING PROBLEM	714	USA	171088	807	USA	Q87	V43	AK	S11	

CHECK CRANK NO START	717	USA	118226	S07	USA	Q87	V43	AK	S11	Ⓢ
STALLS AFTER FUELING STALLED AFTER RESTART SPUTTER HESITATING	958	USA	152758	S07	USA	Q87	V41	AK	S11	Ⓢ
C S VEH WONT START	851	USA	188018	S07	USA	Q87	V42	AK	S11	
VEH W NOT START	806	USA	141100	S07	USA	Q87	V41	AK	S11	
CUSTOMER STATES ENGINE HEBITATES STALLS WHEN BELOW 14 TANK FUEL	713	USA	182023	S07	USA	Q87	V43	AK	S11	
CK SPIN NO START	830	USA	148112	S07	USA	Q87	V43	AK	S11	Ⓢ
C S THAT HER CAR WILL SPIN OVER BUT WILL NOT START.	410	USA	127042	S07	USA	Q87	V43	AK	S11	Ⓢ
CK FOR VEHICLE STALLS OUT AT TIMES WHILE DRIVING DOES NOT HAVE TO BE STOPPED MOVING DOWN ROAD ENGINE CUTS OFF DIES	308	USA	158002	S07	USA	Q87	V43	AK	S11	
CUSTOMER STATES BATTERY LITE COMES ON AND VEHICLE STALLS	201	USA	141085	S07	USA	Q87	V42	AK	S11	
VEH STALLS OUT	880	USA	162209	S07	USA	Q87	V43	AK	S11	
DIAG JERKS ONCE 80 MPH OR ABOVE PARTS ORDERED WITH MELISSA	314	USA	153080	S07	USA	Q87	V41	AK	S11	Ⓢ
CUSTOMER STATES AT A COLD START VEHICLE TAKES SEVERAL TURNS OF THE KEY BEFORE IT WILL START INTERMITTENT	248	USA	148013	S07	USA	Q87	V43	AK	S11	Ⓢ
C S CRANK NO START	820	USA	169465	S07	USA	Q87	V43	AK	S11	
CUST STS VEHICLE CUTS OFF WHILE DRIVING HIGHWAY SPEED WILL RESTART	510	USA	172018	S07	USA	Q87	V42	AK	S11	
D02 TOWED IN CRANKS NO START	305	USA	124012	S07	USA	Q87	V43	AK	S11	Ⓢ
CUST STATES VEH WONT START WILL CRANK	881	USA	124220	S07	USA	Q87	V42	AK	S11	
CUSTOMER STATES VEHICLE WONT START TOWED IN	732	USA	113101	S07	USA	Q87	V42	AK	S11	
CUST STATES CHECK FOR WILL NOT START TOWED IN	*	USA	124226	S07	USA	Q87	V42	AK	S11	Ⓢ
CUSTOMER STATES CRANK NO START, TOWED IN, BY ROAD SIDE	780	USA	171428	S07	USA	Q87	V43	AK	S11	
CHECK VEHICLE WONT START	818	USA	152306	S07	USA	Q87	V42	AK	S11	Ⓢ
CUSTOMER STATES IS HARD TO START VEHICLE SOMETIMES VEHICLE WILL CRANK	612	USA	152771	S07	USA	Q87	V43	AK	S11	
BUT IT DOES NOT START RIGHT AWAY ISNF AND REPAIR AS NEC	214	USA	162017	S07	USA	Q87	V43	AK	S11	
W CUST STATES WHEN COLD LONG DRAWN OUT CRANK STALLS AT TIMES										
CUST STATES VEHICLE STALLS WHEN DRIVING AND NOW IT TURNS OVER BUT WONT START AND THERE IS FUEL LEAKING ON THE GROUND	870	USA	119488	S07	USA	Q87	V43	AK	S11	
MISSES AND AND DIES AT TIMES WILL RESTART OKAY	305	USA	124005	S07	USA	Q87	V41	AK	S11	
D02 VEHICLE STALLED TWO TIMES WHILE DRIVING	780	USA	171430	S07	USA	Q87	V43	AK	S11	Ⓢ
D02 OK VEHICLE CUST. STATES IS HAVING TO CRANK EXCESSIVE BEFORE STARTING	958	USA	182104	S07	USA	Q87	V43	AK	S11	Ⓢ
CUSTOMER STATES THAT THE CAR DOES NOT ACCELL	212	USA	113010	S07	USA	Q87	V42	AK	S11	
C S CAR WILL NOT START NO FURTHER INFORMATION AVAILABLE	718	USA	144800	S07	USA	Q87	V41	AK	S11	Ⓢ

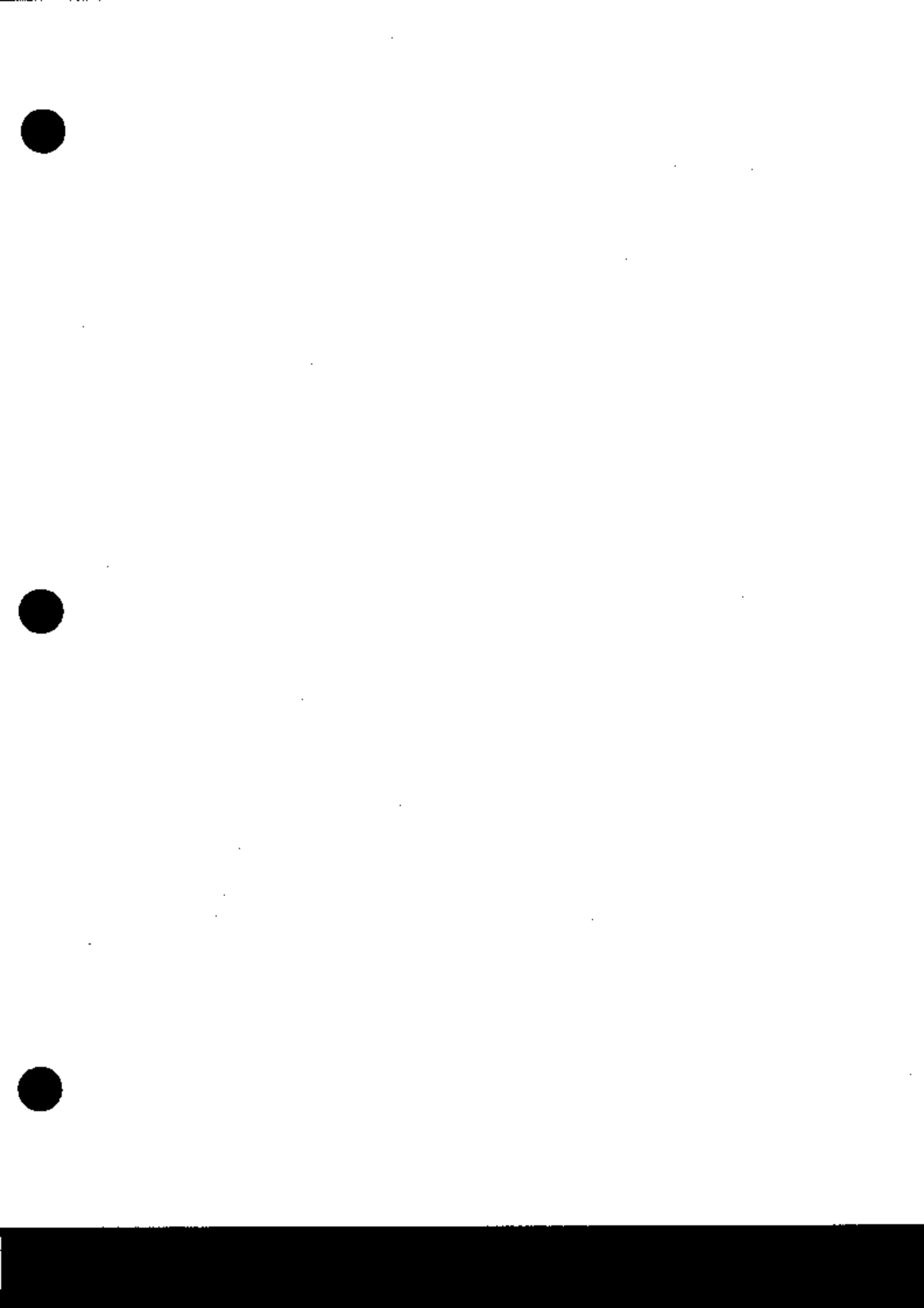
	886	USA	144123	807	USA	Q87	V42	AK	S11	⊙
DRIVING VEHICLE STALLS OUT NO APPARENT REASON D02 CUST. STATES THE ENGINE SPINS BUT WILL NOT START SEE ANTIWAN IN BODY SHOP FOR CAR.	*	USA	124126	807	USA	Q87	V43	AK	S11	⊙
	909	USA	152442	807	USA	Q87	V42	AK	S11	
TOWED IN DUE TO CS:NO START ENGINE STALLS	425	USA	174008	807	USA	Q87	V42	AK	S11	
	412	USA	144024	807	USA	Q87	V43	AK	S11	
D02 CHECK CRANKS WONT START	248	USA	148028	807	USA	Q87	V41	AK	S11	⊙
SPINS OVER NO START	919	USA	121018	807	USA	Q87	V42	AK	S11	⊙
	450	USA	171178	807	USA	Q87	V42	AK	S11	
CUST STATES THE VEH CUTS OFF INTERMITANTLY IT WILL JUST SHUT DOWN WHILE SHE IS DRIVING IT	734	USA	148018	807	USA	Q87	V43	AK	S11	
CUSTOMER STATES POOR ACCELERATION TURNS OVER NO START	919	USA	121026	807	USA	Q87	V43	AK	S11	⊙
CUSTOMER STATES WHEN ON THE HIGHWAY CAR WILL BUCK AND SPITTER, MUST BE GIVEN MORE GAS TO STOP FROM STALLING.	734	USA	148428	807	USA	Q87	V43	AK	S11	⊙
	703	USA	127012	807	USA	Q87	V43	AK	S11	⊙
AT TIMES CRANKS WILL NOT START INTERMITTENT NO POWER	836	USA	171072	807	USA	Q87	V41	AK	S11	
	919	USA	171089	807	USA	Q87	V42	AK	S11	⊙
TOW IN FOR NO START	210	USA	182067	807	USA	Q87	V43	AK	S11	⊙
D50 VEH STALLED WHEN TURNING AND TRYING TO ACCEL STARTED BUT THEN DIED IMMEDIATELY WAITED THEN RESTARTED NOW VEH	734	USA	148018	807	USA	Q87	V41	AK	S11	
AFTER JUMPING VEH WILL CRANK AND NOT START	885	USA	144070	807	USA	Q87	V43	AK	S11	⊙
CONCERN CUSTOMER STATES AFTER DRIVING AT HWY SPEEDS FOR ABOUT 2 HRS CAR LOST ALL POWER AND WOULD NOT	830	USA	141301	807	USA	Q87	V43	AK	S11	
WP UNIT CRANKS BUT WILL NOT START	732	USA	113499	807	USA	Q87	V41	AK	S11	
CHECK ENG LIGHT IS ON. AT TIMES ENGINE HAS LOSS OF POWER ON ACCELERATION SURGES AND JERKS ADVISE D36	306	USA	124770	807	USA	Q87	V43	AK	S11	⊙
	814	USA	147148	807	USA	Q87	V42	AK	S11	⊙
CS THE CAR DIED WHILE DRIVING AND WILL NOT START. ADVISE. CRANK NO START TOW IN	508	USA	124128	807	USA	Q87	V42	AK	S11	
	804	USA	124200	807	USA	Q87	V43	AK	S11	
CUST STATES VEH WANTS TO STALL WHEN COMING TO STOPS OR ON START UP	*	USA	124235	807	USA	Q87	V43	AK	S11	⊙
CCN D02 CUSTOMER STATES VEHICLE CRANKS BUT WILL NOT START	937	USA	147201	807	USA	Q87	V43	AK	S11	⊙
D36 CUSTOMER STATES ENGINE FEELS LIKE IT HESITATES AND WANTS TO DIE OUT, FUEL ECONOMY UNSATISFACTORY.	*	USA	124236	807	USA	Q87	V43	AK	S11	⊙

CUST STATES WHILE VEHICLE SEEMS TO STRAIN VEHICLE SURGES AROUND 40 MPH	301	USA	127013	E91	USA	Q87	V43	AK	511	
TOW TO SHOP CRANKS BUT WILL NOT START	780	USA	171291	S07	USA	Q87	V42	AK	511	
J 30 CK FOR CRANK NO START VEH STALLED WHILE DRIVING TOWED IN CUST STATES CAR IS HARD TO START AFTER IT BITS AWHILE	781	USA	111010	S07	USA	Q87	V43	AK	511	
	-	USA	188833	S07	USA	Q87	V43	AK	511	
CUST STATES THAT THE VEH. WILL NOT START DOES CRANK OVER	440	USA	144124	S07	USA	Q87	V41	AK	511	Ⓢ
CK UNIT HAS A CRANK NO START (DIED WHILE TRYING TO BACK UP)	881	USA	171439	S07	USA	Q87	V42	AK	511	
WOULD CRANK BUT NOT START AFTER WORK LAST NIGHT. STARTED WHEN TOW TRUCK ARRIVED	405	USA	147087	S07	USA	Q87	V42	AK	511	Ⓢ
CHECK CRANKS HARD BUT WILL NOT START.	806	USA	188302	S07	USA	Q87	V42	AK	511	
ENGINE SURGES AND LOSES POWER WHILE DRIVING STEADY SPEEDS LIKE RUNNING OUT OF FUEL	915	USA	163320	S07	USA	Q87	V41	AK	511	
CS HESITATES, SURGES	308	USA	124770	S07	USA	Q87	V43	AK	511	Ⓢ
C S THAT THE CAR IS BUCKING AND JERKING WILL NOT GO OVER 30 MPH CUST. SAYS VEHICLE STUMBLES ON ACCELERATION REPLACE FUEL PUMP, DROP AND INSPECT FUEL TANK PER SOM SEE RON J.	794	USA	144120	S07	USA	Q87	V42	AK	511	Ⓢ
	512	USA	192803	S07	USA	Q87	V43	AK	511	Ⓢ
E29 TOW IN VEHICLE WILL CRANK BUT WILL NOT START	904	USA	124200	S07	USA	Q87	V43	AK	511	
CAR TOWED, VEH WONT START	-	USA	124126	S07	USA	Q87	V42	AK	511	
	407	USA	124224	S07	USA	Q87	V43	AK	511	
CHECK CRANKS NO START	306	USA	124011	S07	USA	Q87	V43	AK	511	Ⓢ
CUSTOMER STATES CK. FOR NO START QUIT WHILE DRIVING	613	USA	147009	S07	USA	Q87	V42	AK	511	
ENGINE STALLS WHILE DRIVING, CODE P1238	947	USA	141602	S07	USA	Q87	V43	AK	511	
CUST. STATES VEHICLE HAS A NO START CONDITION CRANKS, BUT WILL NOT START	201	USA	113080	S07	USA	Q87	V42	AK	511	
CUST STATES VEHICLE CRANKS BUT WONT START.	708	USA	141001	S07	USA	Q87	V43	AK	511	
URNS OVER WONT START	804	USA	124200	E91	USA	Q87	V43	AK	511	
CUST STATES VEHICLE FELT LIKE IT HAD NO POWER THEN DIED TOW IN	314	USA	163080	S07	USA	Q87	V43	AK	511	Ⓢ
D21 CUSTOMER STATES ENG KEEPS STALLING	317	USA	147032	S07	USA	Q87	V42	AK	511	Ⓢ
CUSTOMER STATES HAS A MISS AT A PULL ( LOCATE AND REPAIR)	613	USA	147001	S07	USA	Q87	V42	AK	511	Ⓢ
CUST STATES VEHICLE HAS NO POWER AT TAKE OFF	574	USA	148418	S07	USA	Q87	V42	AK	511	
CUSTOMER STATES THAT THE VEHICLE CRANKS BUT WILL NOT START AFTER SITTING OVERNIGHT	407	USA	124481	S07	USA	Q87	V43	AK	511	
CUSTOMER STATES LOSES POWER DDGGS DOWN INSTALL SOP	-	USA	182758	S07	USA	Q87	V42	AK	511	



D02 ENGINE TURNS OVER BUT WILL NOT START. DIAG AND ADVISE 1.5HR@ 100.00	815	USA	123030	307	USA	Q87	V43	AK	511	⊙
D03 C 8 ENGINE DIED WHILE DRIVING WILL CRANK BUT NOT START CHECK AND ADVISE.	316	USA	113589	307	USA	Q87	V43	AK	511	
VEHICLE DIES WHEN DRIVING. CUST SAYS THAT HE RESET THE FUEL INERTIA SWITCH & IT WAS OK FOR AWHILE.	201	USA	124325	307	USA	Q87	V43	AK	511	
D21 VEHICLES IS HARD TO START AFTER SITS FOR AWHILE.	305	USA	124005	307	USA	Q87	V43	AK	511	⊙
C 8 WHEN LOW ON FUEL VEH WONT START. HAVE TO ADD FUEL 1 4 TANK	313	USA	148411	307	USA	Q87	V43	AK	511	⊙
ENGINE HESITATES SURGES WHEN ACCELERATING (D38) C8 VEH IS HEST AND JERKING WHEN DRIVING AT HWY SPEED	007	USA	174542	307	USA	Q87	V43	AK	511	
ENGINE HAS NO POWER	019	USA	121028	307	USA	Q87	V43	AK	511	
THE VEHICLE IS VERY HESITANT AND JERKISH ON ACCELERATION. SEE HISTORY R0193428 4 23 02 1,053 MILE	413	USA	111082	307	USA	Q87	V42	AK	511	⊙
TURNS OVER NO START	012	USA	152300	307	USA	Q87	V43	AK	511	
STALLS AFTER START UP. TOWED IN	015	USA	102210	307	USA	Q87	V42	AK	511	
LACKS POWER LOOSIES POWER ON ANY INCLINE	210	USA	162089	307	USA	Q87	V42	AK	511	
ENGINE STALLED WHILE DRIVING WILL NOT RESTART D21	030	USA	124527	307	USA	Q87	V41	AK	511	
EARLY BIRD DROP OFF TOWED IN BY A TO Z TOWING. OK CRANK NO START COND.	073	USA	189782	307	USA	Q87	V41	AK	511	
SEE HISTORY BAD GAS LEAK ADVISE	313	USA	145142	307	USA	Q87	V43	AK	511	⊙
VEHICLE WOULD NOT START	030	USA	145587	307	USA	Q87	V43	AK	511	⊙
ENGINE STALLS DEFECTIVE FULE PUMP	018	USA	153062	307	USA	Q87	V43	AK	511	
CK TRAN FOR HARD SHIFT	005	USA	123545	307	USA	Q87	V41	AK	511	
D21 CUST STATES STALLS, INTERMITTENT, MOSTLY COOL MORNINGS, TAKES TOO LONG TO START, ADVISE	301	USA	127013	307	USA	Q87	V43	AK	511	
CUST STATES ENGINE IS STALL OUT WHEN THE ENGINE IS HOT AND START VERY HARD AFTER A HOT SOAK.	030	USA	162060	307	USA	Q87	V41	AK	511	⊙
CHECK ENGINE FOR CRANK NO START NGS TESTED NO CODES PIN POINT TEST FOR NO START B3 B6 INSTA	313	USA	121751	307	USA	Q87	V42	AK	511	⊙
VERY BAD HESITATION CONCERN	253	USA	174305	307	USA	Q87	V42	AK	511	⊙
CUSTOMER STATES VEHICLE HESITATE ON ACCLERATION SOMETIMES, CHECK AND ADVISE	058	USA	152772	307	USA	Q87	V41	AK	511	
PER CUST CAR STALLS AT A SPEED OF 35-40 MPH	410	USA	127030	307	USA	Q87	V41	AK	511	
D02 CHECK CAR TURNS OVER BUT WILL NOT START.	020	USA	171084	307	USA	Q87	V43	AK	511	⊙
CUST STATES CRANK NO START,CK&ADVISE	060	USA	163010	307	USA	Q87	V41	AK	511	
DIAG NO POWER ON ACCEL	082	USA	123484	307	USA	Q87	V41	AK	511	
C 8 VEHICLE DIES IN FLIGHT AND CHECK ENGINE LIGHT HAS BEEN COMING ON AT TIMES	718	USA	141380	307	USA	Q87	V42	AK	511	

C 8 VEHICLE WILL STALL OUT WHILE DRIVING	810	USA	169118	807	USA	Q87	V42	AK	811	
ENGINE RUNS ROUGH AND DIES SOMETIMES GOING DOWN THE ROAD ,AT A QUARTER OF A TANK. ENGINE SURGES ON ACCELERATION	210	USA	182204	807	USA	Q87	V43	AK	811	
DIES WHILE DRIVING HAVE TO LET SIT BEFORE RESTART CRANKS OK	605	USA	158518	807	USA	Q87	V43	AK	811	Ⓢ
NO START TOWED IN	212	USA	113238	807	USA	Q87	V43	AK	811	
D02 ENG TURNS OVER BUT WONT START	916	USA	182188	807	USA	Q87	V42	AK	811	Ⓢ
D02 ENG WONT CRANK	770	USA	121007	807	USA	Q87	V43	AK	811	
	513	USA	147003	807	USA	Q87	V43	AK	811	Ⓢ
C 8 VEHICLE HESITATES WHILE DRIVING	306	USA	136770	807	USA	Q87	V42	AK	811	
TOW IN WONT RUN	804	USA	123148	807	USA	Q87	V43	AK	811	
INSPECT FOR ROUGH IDLE, POOR MILEAGE AND HARD WARM STARTS..WILL START AND STALL	810	USA	171011	807	USA	Q87	V43	AK	811	
CHECK ENGINE LAMP CAME ON LOSS POWER STALLED										
TOWED IN BY ROADSIDE ASST	248	USA	148005	807	USA	Q87	V43	AK	811	
AT TIMES ENGINE WILL DIE WHEN COMING TO A STOP HARD RESTART AFTER ENGINE DIES THREE OR MORE TRIES.	810	USA	119484	807	USA	Q87	V43	AK	811	
CUST STATES VEHICLE SPINS OVER WILL NOT START	884	USA	124008	807	USA	Q87	V42	AK	811	Ⓢ
ENGINE STALLED WHILE DRIVING, STARTS AFTER SITING AWHILE TOWED IN	304	USA	147204	807	USA	Q87	V42	AK	811	
D02 VEHICLE STALLED WHILE DRIVING, CRANKS OVER BUT WILL NOT START.	804	USA	127073	807	USA	Q87	V43	AK	811	
WAS TOWED IN FOR NO CRANK NO START POSSIBLE ELECTRICAL SHORT	510	USA	172029	807	USA	Q87	V43	AK	811	Ⓢ
CUST SAYS ENGINE STARTED SPUTTERING, TRIED TO STALL, AND THEN QUIT WHILE DRIVING, WOULD ONLY SPIN OVER	826	USA	171481	807	USA	Q87	V41	AK	811	Ⓢ



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**From:** Koller, Keith (K.S.)  
**Sent:** Thursday, October 03, 2002 11:42 AM  
**To:** Dyson, Simon (S.C.)  
**Co:** Koller, Keith (K.S.); Pymala, Kevin (K.W.)  
**Subject:** RE:



03022130.JPG

I built one then gave it too Kevin. Attached is a picture.

-----Original Message-----

**From:** Dyson, Simon (S.C.)  
**Sent:** Wednesday, October 02, 2002 2:36 PM  
**To:** Koller, Keith (K.S.)  
**Subject:**

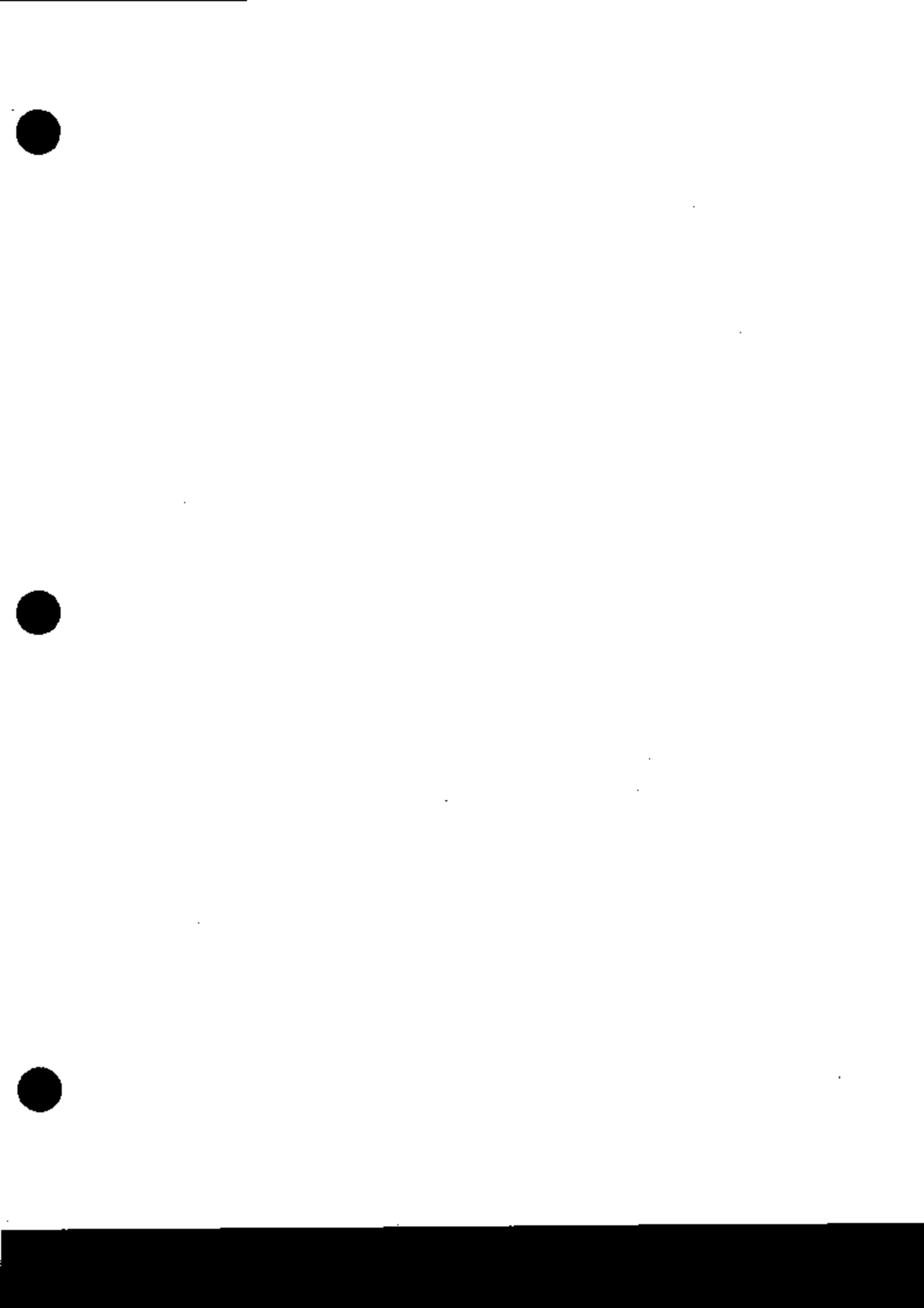
Keith,

It was mentioned to me that you possibly have an adaptor that would enable the existing production sock type FDM to be fitted to older level non sock design retainer rings, is that so?

Kind regards,  
Simon Dyson



ER02-022 0892



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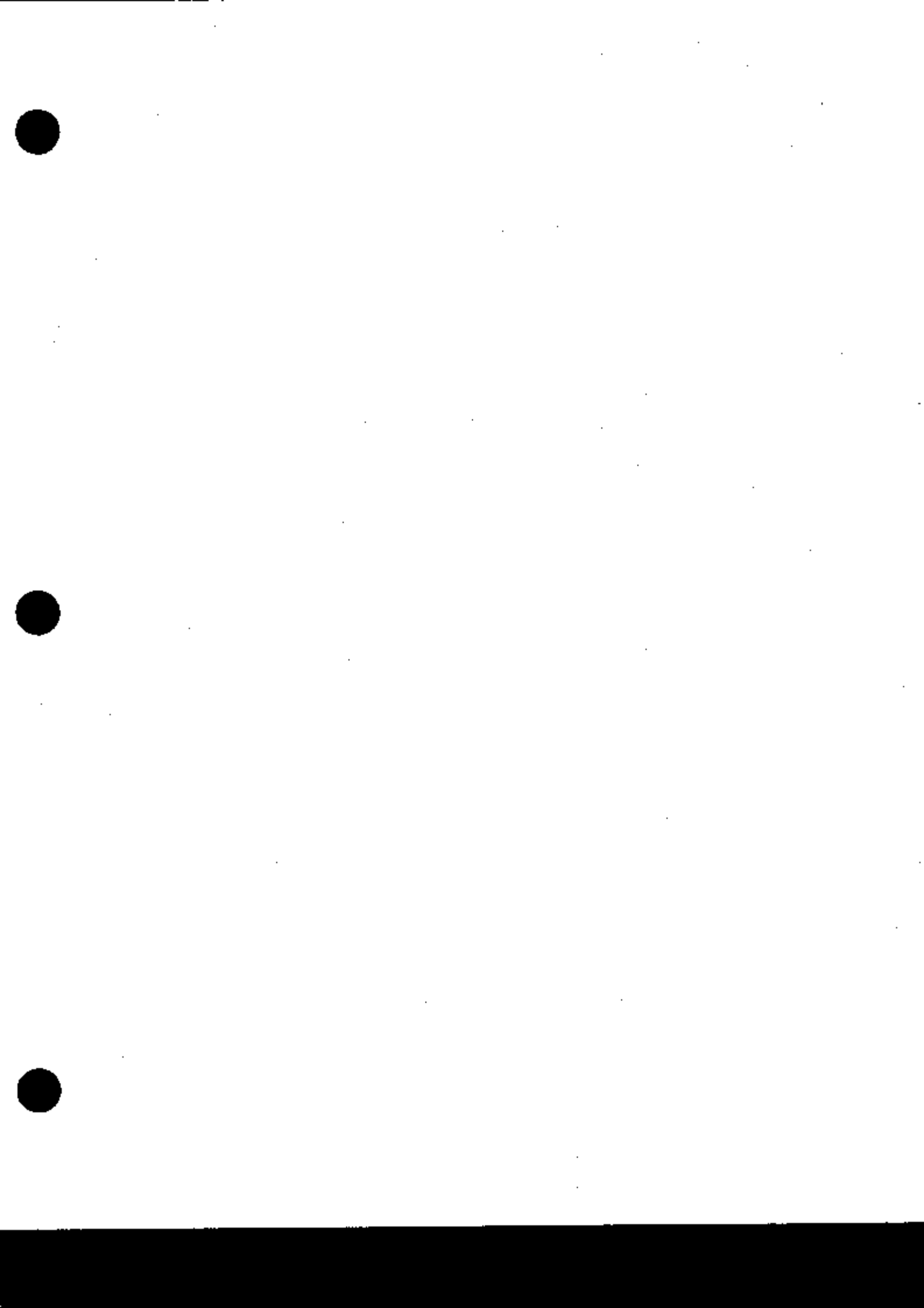
**From:** Souchock, Peter (P.D.)  
**Sent:** Monday, September 30, 2002 7:34 PM  
**To:** Schoenfuss, Steffen (S.S.); Dyson, Simon (S.C.)  
**Subject:** Drawing on the Focus FDM Installation

Steffen/Simon,

In a review of the FDM Investigation with senior management today Sue Cischka, our VP, asked for a drawing (like an installation drawing) of the FDM system so she could review the topic with the next management level. Do you have something you could send electronically if possible or faxed if necessary?

Thanks,

Pete Souchock  
External Investigations Manager  
Automotive Safety Office  
Ph. 313 32-26887 Fax 313 59-42268  
Suite 500, FPS

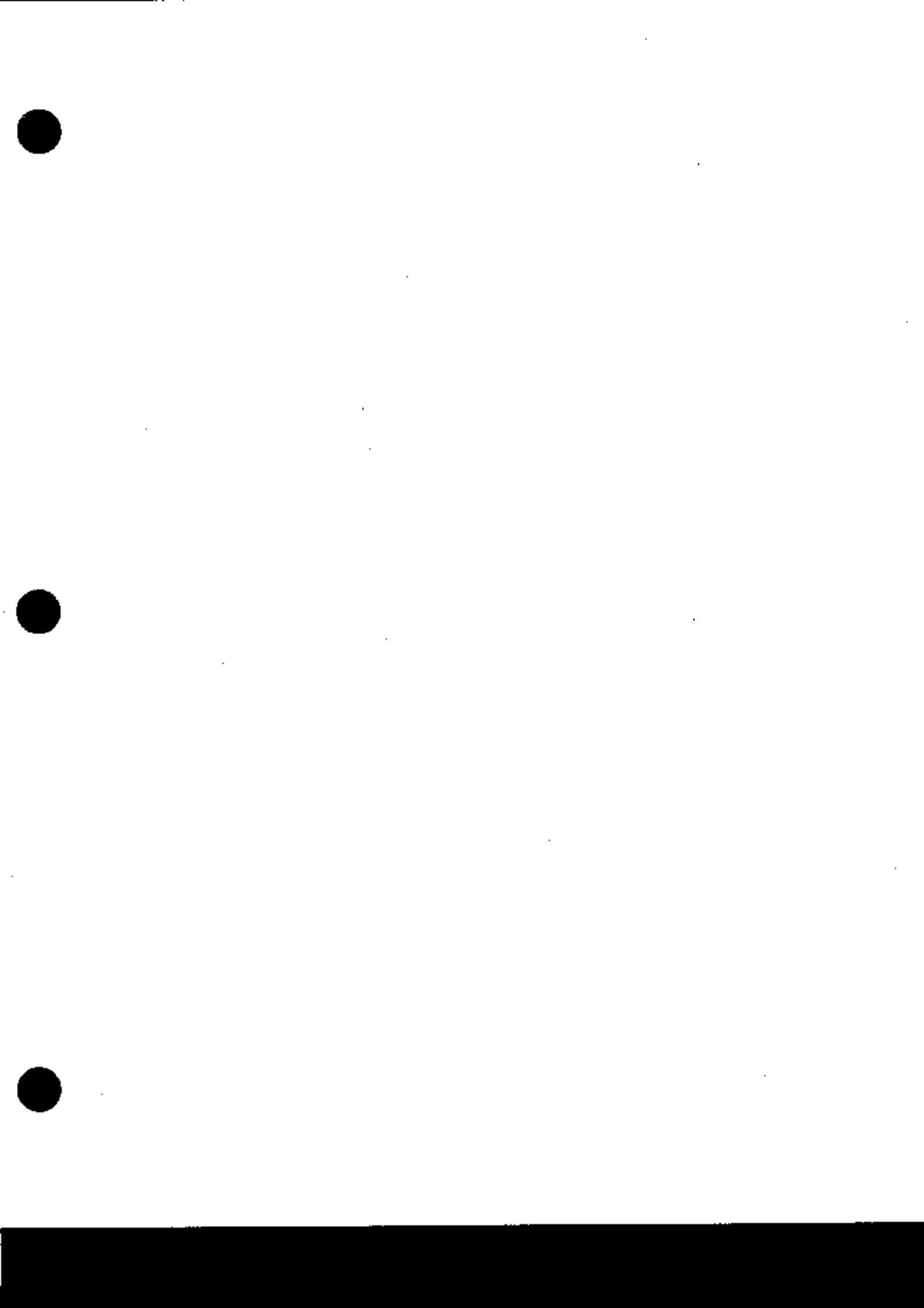




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**Subject:** Focus Fuel Delivery Module Discussion  
**Location:** Farlane Plaza South, CR 500  
**Start:** Thu 9/26/02 1:00 PM  
**End:** Thu 9/26/02 3:30 PM  
**Show Time As:** Tentative  
**Recurrence:** (none)  
**Meeting Status:** Not yet responded  
**Required Attendees:** Woodring, Chris (C.A.); Dyson, Simon (S.C.); Renouf, Joe (J.H.); Hutchison, Tom (T.M.); 'mjett@visteon.com'; 'nkrieger@visteon.com'

The purpose of the meeting is to discuss the 2000-2001 FDM concerns and potential solutions.  
Norman will you please invite Steve Kempfer, Ken Gusfa, and Ken Zultowski.  
Simon, please bring the parts  
Thanks Pete



**From:** Kotthoff, Frank (F.)  
**Sent:** Monday, September 23, 2002 8:20 AM  
**To:** Schoenfuss, Steffen (S.S.); 'svahle@visteon.com'; Dyson, Simon (S.C.)  
**Subject:** AW: Questions on FDM

Hello Simon,

I talked to Stephan Vahle and he told me that Tom Hutchinson (Director Powertrain Control Systems) can answer your questions and will support you. Due to the fact that he is located in the US and you need these information today, we agreed that he will give you directly a call.

If you have any further questions, please come back to me.

Best regards,

**Frank Kotthoff**

Tel.: +49 (0) 221-903-6583  
e-mail: fkotthof@ford.com  
D-MC-1/A16  
C-Car Fuel System

**[Kotthoff, Frank (F.)]**

—Ursprüngliche Nachricht—

**Von:** Schoenfuss, Steffen (S.S.)  
**Gesendet:** Montag, 23. September 2002 09:48  
**An:** 'svahle@visteon.com'; Kotthoff, Frank (F.)  
**Betreff:** Questions on FDM

Stefan,

I know that you are no longer in charge of this project, but perhaps you can help or delegate.  
Who could answer Simon Dyson's questions concerning C170 North American ERF5 FDM test results?

Frank, as discussed, please take this on. Chris Clark may be another contact.

Thanks.

Regards,

**Steffen Schönfuß**

Supervisor, CD-Car Fuel Systems, Ford of Europe  
Phone: (0221)-903-3377 Fax: (0221)-903-3004  
E-mail: SSCHOEN1@FORD.com  
Intern: MC / PCH-21

—Original Message—

**From:** Dyson, Simon (S.C.)  
**Sent:** 21 September 2002 15:52  
**To:** Schoenfuss, Steffen (S.S.)  
**Cc:** Souchock, Peter (P.D.)  
**Subject:**

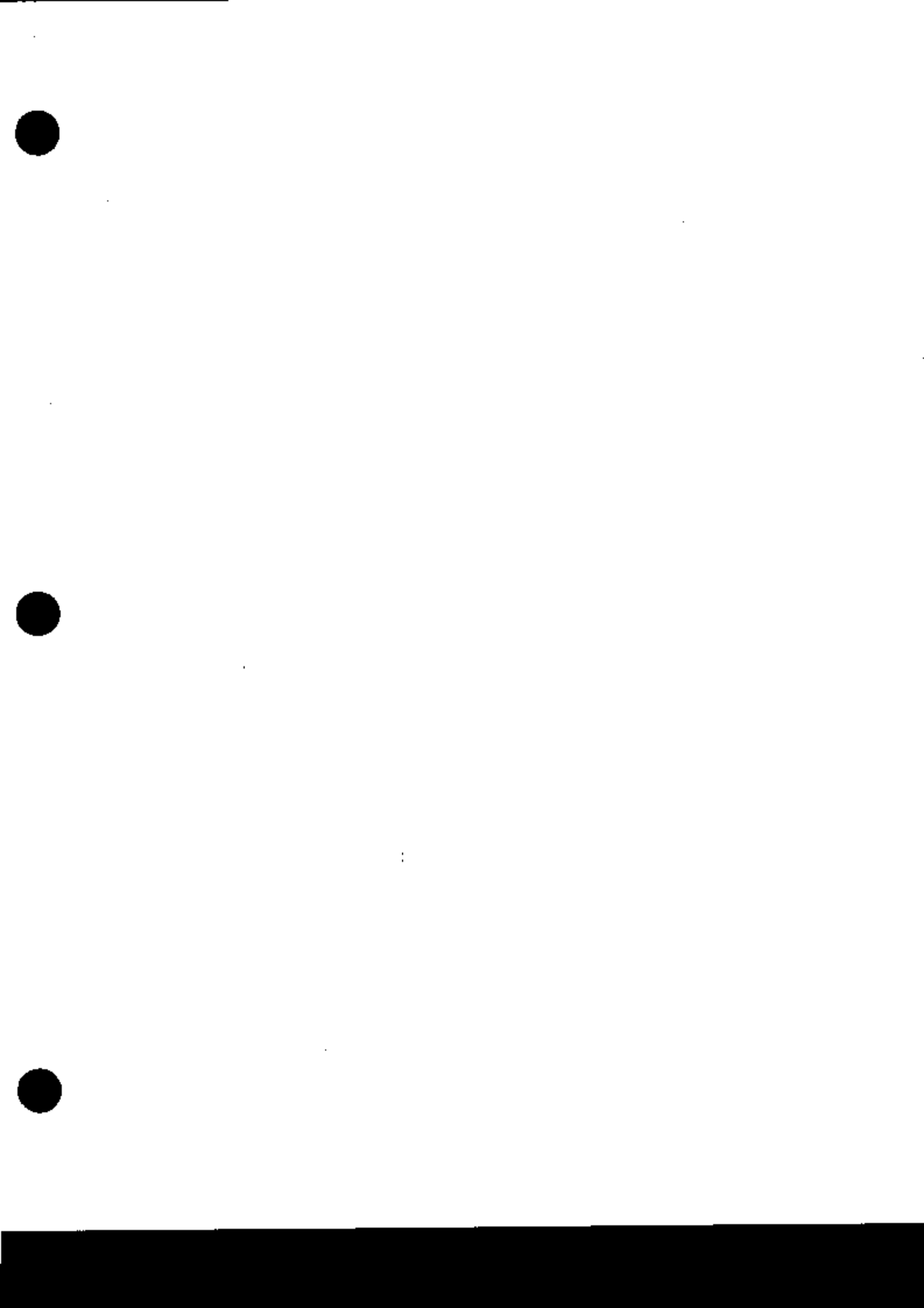
Steffen,

can you speak to your guys and Visteon to get a list of all testing/validation that was completed in Europe on the North American ERF5 FDM. Can you ask them to compile copies of all these and send them to me. The list will suffice for now. I am particularly interested in the filter/pump test which I believe is commonly called the dirty bucket test. Please correct me if I am wrong but I believe that it is really the only test the

ER62-022 0740

FDM really went through. I understand Europe had High mileage vehicles running and durability vehicles as well but in terms of specifics the dirty bucket test is the only filter/ pump test completed. Can they include all spec numbers.

kind regards,  
Simon Dyson



---

**From:** Kiriazis, Matt (M.)  
**Sent:** Monday, August 19, 2002 1:15 PM  
**To:** 'mjemmd@roushind.com'  
**Cc:** Dyson, Simon (S.C.)  
**Subject:** Fuel pump incidents

John,

With regard to the 2 vehicles with the failed fuel pumps, please provide:

- 1) The mileages that these cars' fuel pumps failed.
- 2) The VIN's of the vehicles.
- 3) Build months of the vehicles.

I'd greatly appreciate it. The fuel system engineer needs the build month data to determine which level of pump was installed. Thanks.

Regards,

*Matt Kiriazis*

Matt Kiriazis  
Ford Focus - Chassis Engineer  
Contracted to Ford through Wagon, PLC.  
Located at Ford Vehicle Product Center  
15120 N. Commerce Drive  
Dearborn, MI 48120  
Phone: (313) 594-2330  
Fax: (313) 845-3787  
mkiriazis@ford.com

**From:** Sullivan, Mike (M.B.)  
**Sent:** Friday, August 16, 2002 7:39 AM  
**To:** Dyson, Simon (S.C.); Shepherd, Leroy (L.O.)  
**Cc:** Bonner, Russell (R.); Koller, Keith (K.S.); Pearce, Randy (R.R.); De Pena, Juan (J.E.); Hutton, T. R. (T.R.); Sullivan, Mike (M.B.); Husak, Phil (P.W.)  
**Subject:** RE: 3 failed Focus pumps

Leroy / Simon,

See below....3 new contaminated pumps on current Focus. TR Hutton at Visteon (our 03.5 PZEV engineer) is forwarding to the current model group.

Best regards,

Mike Sullivan  
Supervisor, C170 Focus  
Fuel Systems Engineering  
(313) 32-21594 / VPC-151  
msulliv3@ford.com

-----Original Message-----

**From:** Hutton, T. R. (T.R.) [mailto:thutton@visteon.com]  
**Sent:** Thursday, August 15, 2002 12:51 PM  
**To:** 'Sullivan, Mike (M.B.)'  
**Cc:** 'rbonner2@ford.com'; 'kkoller@ford.com'  
**Subject:** RE: 3 failed Focus pumps

Mike, I have the pumps. They are current model pumps not our 2003.5 design.

There is a huge contamination issue with this model pump.

I will give to the engineer tracking so he can talk to Phil Husak about it.

-----Original Message-----

**From:** Sullivan, Mike (M.B.) [mailto:msulliv3@ford.com]  
**Sent:** Thursday, August 15, 2002 9:40 AM  
**To:** 'Hutton, T. R. (T.R.)'  
**Subject:** RE: 3 failed Focus pumps

What was root cause on the last one??

Best regards,

Mike Sullivan  
Supervisor, C170 Focus  
Fuel Systems Engineering  
(313) 32-21594 / VPC-151  
msulliv3@ford.com

-----Original Message-----

From: Hutton, T. R. (T.R.) [mailto:thutton@visteon.com]  
Sent: Thursday, August 15, 2002 8:38 AM  
To: 'msullivan3@ford.com'  
Subject: FW: 3 failed Focus pumps

I will pick these up this morning.

If the gray film he mentions is the same as what we saw on the previous FDM, should we do the Central Labs test again?

-----Original Message-----

From: Husak, Phil (P.W.) [mailto:phusak@ford.com]  
Sent: Wednesday, August 14, 2002 7:09 PM  
To: 'Hutton, T. R. (T.R.)'  
Subject: RE: 3 failed Focus pumps

T.R.,

If it wouldn't be too great an inconvenience, would you be able to stop by and pick up the pumps? I'm located in the Dearborn R&E Center at the Gas Turbine Lab (GTL). The building is on West Road (between Oakwood and Military), next to the Central Fueling Station. There's a parking lot in front of the building (since the lot is also a drop-off point for test vehicles, there are usually some orange Reliable car-hauler semis in the lot). The building entrance is next to a small loading dock. The building is badge entry, but there's a phone in the entry way and you can contact me by dialing the last five digits of my phone number (x5-1996).

I inspected the screens on the bottom of the pumps and they all appear to have a grayish film on them.

Histories of the pumps are as follows:

These pumps came from three Focus test vehicles that were running 150K Fast AMA mileage accumulation at the Michigan Proving Grounds (MPG). All three vehicles were running California Phase II Regular Grade Gasoline (M4C-305-A). Also, no diagnostic codes that would indicate a fuel pump problem were ever set on any of the vehicles.

Vehicle 061T411 (2000 MY Focus)

This vehicle developed a misfire condition at ~70,400 miles. MPG could not locate the source of the misfire and the vehicle was returned to Dearborn. Although the vehicle was driven on the road and the chassis dyno, we didn't observe any misfires, and the FTP test results were below the emissions targets. The vehicle was returned to MPG to resume mileage accumulation, and the misfire returned. MPG eventually determined that the misfire was caused by a drop in fuel line pressure. After running for 2 to 2 1/2 hours, the line pressure would drop from ~50 psi to ~10 psi. When the pressure drop occurred, the vehicle would begin surging and misfiring. If the vehicle was allowed to cool down (8 - 12 hours), it could be restarted and driven for another 2 to 2 1/2 hours before the line pressure dropped. This



type of behavior would seem to indicate a thermal or heat-related pump failure.

Vehicle 061T410 (2000 MY Focus)

This was the first of the three vehicles to develop a misfire condition (-22,900 miles). The vehicle was returned to Dearborn. The EEC processor was replaced and this appeared to resolve the problem. At -48,400 miles the misfire returned. The vehicle was brought back to Dearborn; however, we were unable to detect any misfire under road or chassis dyno driving conditions (We never drove the vehicle at high speeds for 2 to 2 1/2 hours). Since the vehicle now exceeded the emissions targets and since we didn't locate the cause of the misfire, mileage accumulation was discontinued. The in-tank pump was subsequently replaced on this vehicle after the pump problem was identified on 061T411.

Vehicle 578T731 (2001 MY Focus)

This vehicle started to develop a misfire at -76,400 miles. Because of the experience gained with 061T411, the in-tank fuel pump was replaced at 76,746 miles. This eliminated the misfire.

I hope that the above information is helpful. Please let me know if you're able to pick up these pumps.. Thanks.

Regards,

Phil Husak  
Research P/T Control Systems Dept.  
1000 / 1050 GTL

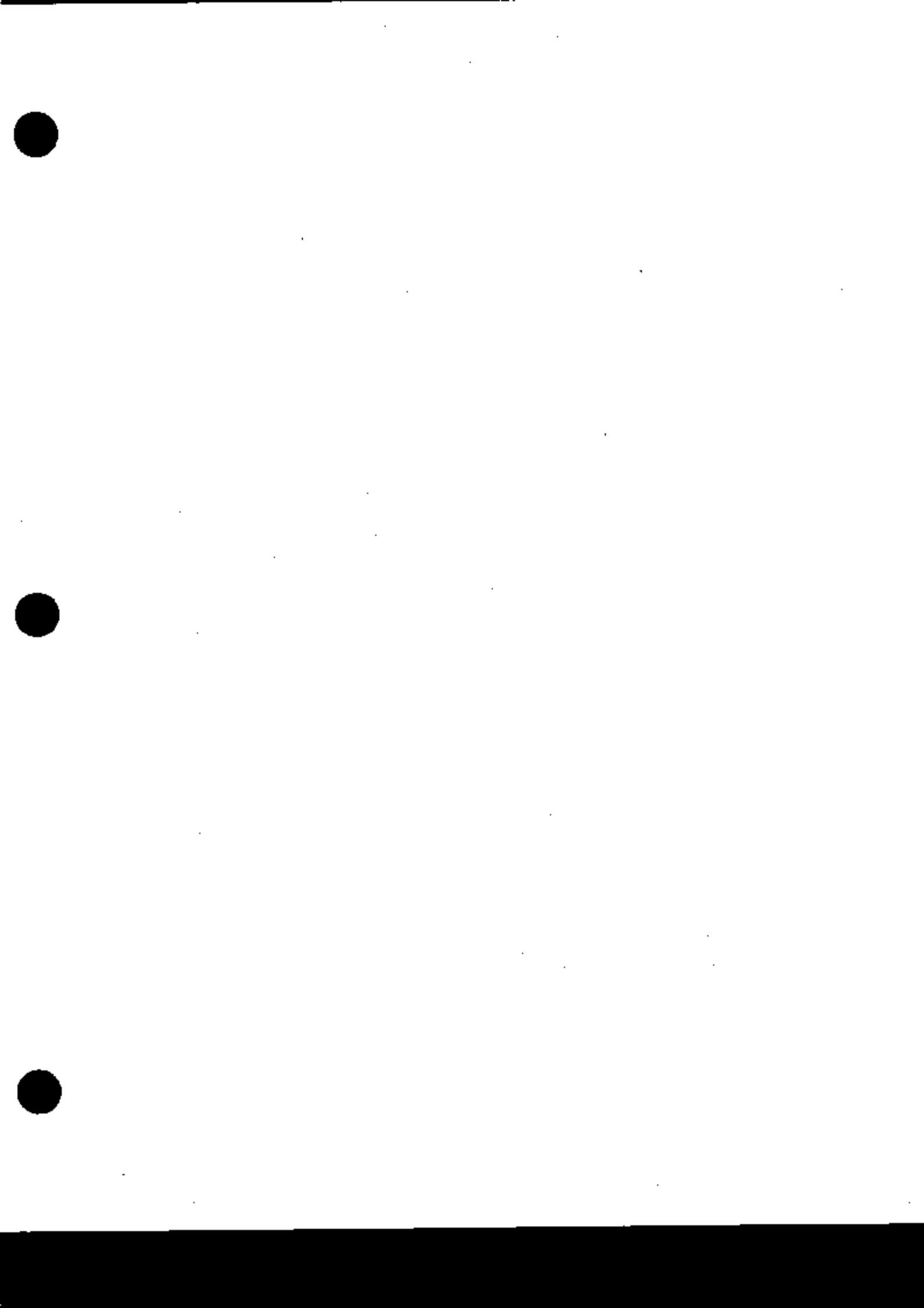
-----Original Message-----

From: Hutton, T. R. (T.R.) [mailto:thutton@visteon.com]  
Sent: Wednesday, August 14, 2002 11:04 AM  
To: 'phusak@ford.com'  
Subject: 3 failed Focus pumps

If you let me know building in Dearborn, I will come by and pick up the failed Focus pumps. Or, I am at 15200 Commerce Dr. North, Visteon VEMA building.

Any thoughts on the failure? We have recently seen a failure due to contamination. The sock was gray/black and it is unknown where this contaminant came from. It will be interesting to see if the same here.

T. R. Hutton  
Product Applications Engineer  
Visteon, Fuel Storage and Delivery  
phone: 313-755-1378  
fax: 313-755-2992  
email: thutton@visteon.com



**From:** Souchock, Peter (P.D.)  
**Sent:** Monday, August 05, 2002 6:41 AM  
**To:** Schoenfuß, Steffen (S.S.); Patel, Praful (P.J.)  
**Cc:** Williams, Hugh (L.H.); Mandell, Mitch (M.P.); Dyson, Simon (S.C.); Renouf, Joe (J.H.)  
**Subject:** RE: Focus FDM issue, response from NHTSA

Steffen,

I cannot answer who asked for the 14D. Regarding the NHTSA investigation we had provided our reply to the NHTSA inquiry questions, with support from Simon and others, and are awaiting their reply. This response was during a time where we provided responses to several inquiries. I expect we will get some indication soon from NHTSA. Our office is scheduled to review all the open investigations with NHTSA, in Washington, on Aug. 20. So, by then at latest, we should be able to provide a better update.

**Pete Souchock**  
External Investigations Manager  
Automotive Safety Office  
Ph. 313 32-26887 Fax 313 59-42268  
Suite 500, FPS

-----Original Message-----

**From:** Schoenfuß, Steffen (S.S.)  
**Sent:** Monday, August 05, 2002 5:12 AM  
**To:** Patel, Praful (P.J.); Souchock, Peter (P.D.)  
**Cc:** Williams, Hugh (L.H.); Mandell, Mitch (M.P.); Dyson, Simon (S.C.)  
**Subject:** Focus FDM issue, response from NHTSA

Praful, Peter,

I am asked to issue a 14D for the initial FDM design for Focus. My investigation on this subject shows that there are two SSM letters sent to the dealers, there is an 8D in the system and we were asked to respond to an inquiry from NHTSA. This response was prepared by Simon Dyson (question number 7).

My question to you is:

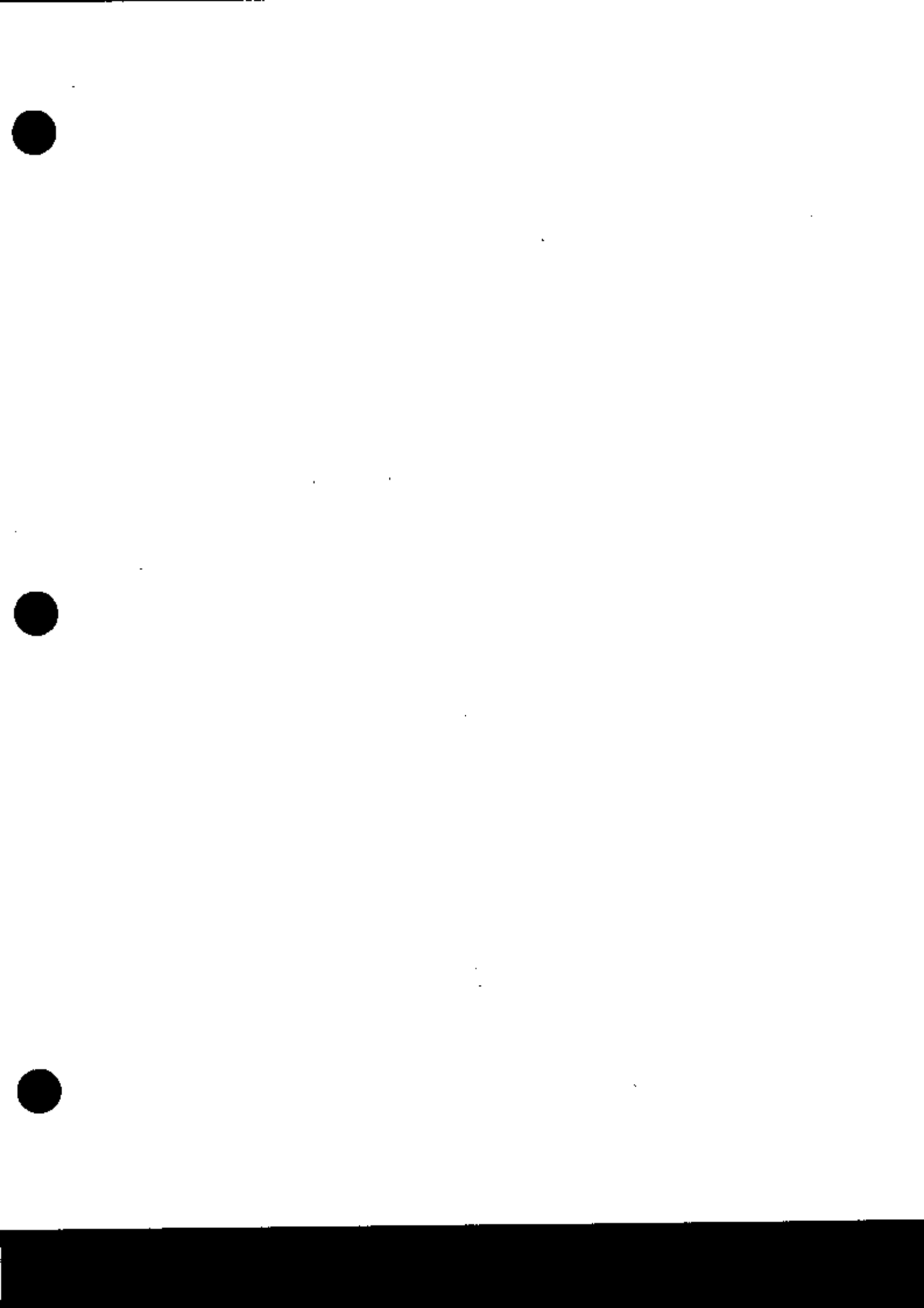
- did we ever get any response from NHTSA and if so, can I get a copy please
- if we did not get response, who decided to raise a 14D and why?

I talked to my US colleagues and found that they are surprised about us issuing this 14D since they thought that the issue is closed by the 8D and its containment and permanent actions.

Thank you.

Regards,

**Steffen Schönfuß**  
Supervisor, CD-Car Fuel Systems , Ford of Europe  
Phone: (0221)-903-3377 Fax: (0221)-903-3004  
E-mail: SSCHOEN1@FORD.com  
Intern : MC / PCH-21



**From:** Montini, Matthew (M.J.)  
**Sent:** Friday, August 02, 2002 11:59 AM  
**To:** Dyson, Simon (S.C.)  
**Subject:** RE: Focus FDM 14D

Simon,

Below are copies of both SSM's from CQIS(Common Quality Indicator System) data base.

CSQI702                      CQIS Technical Service Detail                      08/02/02 11:54:05

==>

Next/Previous Article (N/P): \_      Article #: SSM 15077      Date: 07/18/2001

Symptom:

Year Vt Fm VI Mdl Trans      Engine      Calib      Axle

Criteria:

CK JET PUMP SCREEN FOR DEBRIS, R&R (FDM)  
SOME 2000-2001 FOCUS MAY EXHIBIT AN INTERMITTENT STALL/HESITATION OR LACK OF POWER CONCERN ON ACCELERATION OR WHILE TURNING, WITH LESS THAN 1/2 TANK OF FUEL. MONITOR FUEL RAIL PRESSURE(FRP) PID AND COMPARE WITH ACTUAL/MANUAL FUEL PRESSURE, SHOULD BE WITHIN 10PSI. IF BOTH FUEL PRESSURE READINGS DROP DURING CONCERN, INSPECT THE JET PUMP SCREEN LOCATED ON THE BOTTOM OF THE FUEL DELIVERY MODULE (FDM) RESERVOIR FOR EXCESSIVE DEBRIS. IF PRESENT, REPLACE THE FUEL DELIVERY MODULE WITH REVISED PART NUMBER 1M5Z-9H307-AA. IT MAY ALSO BE NECESSARY TO REPLACE THE FUEL FILTER F89Z-9155-A AND FLUSH THE FUEL TANK.

CSQI702                      CQIS Technical Service Detail                      08/02/02 11:55:37

==>

Next/Previous Article (N/P): \_      Article #: SSM 15416      Date: 11/26/2001

Symptom:

Year Vt Fm VI Mdl Trans      Engine      Calib      Axle

Criteria:

CLEAN/FLUSH DEBRIS FROM F/T BEFORE (FDM) IS REPLACED  
IF A 2000-2002 FOCUS REQUIRES FUEL DELIVERY MODULE (FDM) REPLACEMENT FOR ANY REASON (NOT INCLUDING REPLACEMENT FOR FUEL GAGE ISSUES), IT MAY BE NECESSARY TO CLEAN/FLUSH THE FUEL TANK TO REMOVE ANY CONTAMINATION/DEBRIS. MAKE SURE TO INSPECT THE TANK PRIOR TO INSTALLATION OF A NEW FDM. IF THE TANK IS NOT CLEANED OUT PROPERLY, DEBRIS LEFT IN THE TANK MAY CAUSE THE REPLACEMENT FDM TO FAIL.

*Matthew Montini*

Upstream Program Manager(C170)  
Ford Customer Service Division  
Ph# 313-3223780  
MMONTINI@FORD.COM

-----Original Message-----

From: Dyson, Simon (S.C.)  
Sent: Friday, August 02, 2002 10:35 AM  
To: Montini, Matthew (M.J.)  
Subject: FW: Focus FDM 14D

Matt,  
can you forward me the following Service Bulletins or Oasis messages SSM 15077 and SSM 15416.

Kind regards,  
Simon Dyson

-----Original Message-----

From: Schoenfuß, Steffen (S.S.)  
Sent: Friday, August 02, 2002 5:17 AM  
To: Dyson, Simon (S.C.)  
Subject: RE: Focus FDM 14D

Simon,

for now I urgently need the associated 8 D reports on this issues as well as electronic or hard copies of SSM 15077,  
dated 7/18/01

SSM 15416, dated 11/26/01

These are the two documents which went out to the dealers to show how to fix the stalling issue.

Thank you.

Regards,

**Steffen Schönfuß**

Supervisor, CD-Car Fuel Systems , Ford of Europe

Phone: (0221)-903-3377 Fax: (0221)-903-3004

E-mail: SSCHOEN1@FORD.com

Intern : MC / PCH-21

-----Original Message-----

From: Dyson, Simon (S.C.)  
Sent: Donnerstag, 1. August 2002 18:01  
To: Schoenfuß, Steffen (S.S.); Fike, Barbara (B.G.)  
Subject: RE: Focus FDM 14D

Steffen,

we have a huge data file on this subject. Unfortunately I do not know how much is transferable. Please call me  
and we can discuss.

Kind regards,  
Simon Dyson

-----Original Message-----

From: Schoenfuß, Steffen (S.S.)  
Sent: Thursday, August 01, 2002 10:44 AM  
To: Fike, Barbara (B.G.)  
Cc: Dyson, Simon (S.C.)  
Subject: RE: Focus FDM 14D

Barbara,

thanks a lot for these numbers.

Do you know whether there are 8-Ds issued on the same subject? I was told by Phil that there have even been Thursfield  
meetings at Wayne by the time so there must be a huge pile of data available about the issue. Is there any data base I can  
use to get the full history please?

Thanks again.

Regards,

**Steffen Schönfuß**

Supervisor, CD-Car Fuel Systems , Ford of Europe

Phone: (0221)-903-3377 Fax: (0221)-903-3004

E-mail: SSCHOEN1@FORD.com

Intern : MC / PCH-21

-----Original Message-----

From: Fike, Barbara (B.G.)  
Sent: Donnerstag, 1. August 2002 16:07  
To: Schoenfuß, Steffen (S.S.)  
Cc: Dyson, Simon (S.C.)  
Subject: RE: Focus FDM 14D

Steffan,

I think Simon is the best person to provide all the information and details (I only have a portion).  
The TSB numbers are as follows:

SSM 15077, dated 7/18/01

SSM 15416, dated 11/26/01

Simon, can you please provide the rest of the background? Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering

phone: 734-46-70213

fax: 734-46-70489

text pager: 313-851-0780 (BFIKE)

email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

From: Schoenfuß, Steffen (S.S.)  
Sent: Thursday, August 01, 2002 4:22 AM  
To: Dyson, Simon (S.C.); Fike, Barbara (B.G.)  
Subject: Focus FDM 14D

Barb, Simon,

can I please have a copy of the TSB as well as a clear description of what the issue is with the Focus FDM and why a 14D is required?

Barb, I received a copy of your note saying that the TSB was issued due to a design change. What is the design change all about and who initiated it and when?

What part numbers are affected?

It looks like I came late to the discussion and now I need the complete background of this issue.

Thanks.

Regards,

**Steffen Schönfuß**

Supervisor, CD-Car Fuel Systems , Ford of Europe

Phone: (0221)-903-3377 Fax: (0221)-903-3004

E-mail: SSCHOENI@FORD.com

Intern : MC / PCH-21

## -----Original Message-----

From: Williams, Hugh (L.H.)  
Sent: Mittwoch, 31. Juli 2002 17:27  
To: Dyson, Simon (S.C.)  
Cc: Schoenfuß, Steffen (S.S.)  
Subject: FW: CCRG Review

Simon,

Please send your explanation to Steffen Schoenfuß cc me.

Regards

*Hugh Williams*

Fuel Systems Manager - Ford of Europe

Merkenich MC/PCH 2

☎ +49 (0) 221 903 5828 (Int 8703 5828)

☎ +49 (0) 221 903 3183 (Int 8703-3183)

Dunton 15/4B-A01-B

☎ +44 (0) 1288 40 1431 (Int 8738-1431)

## -----Original Message-----

From: Partch, Tom (T.W.)  
Sent: 31 July 2002 13:35  
To: Williams, Hugh (L.H.); Dyson, Simon (S.C.)  
Subject: RE: CCRG Review

Simon, Please contact Hugh to explain the issue. Thanks.

**Tom Partch**

Vehicle Engineering Resident, WSAP

Tel: 734-46-70011 Fax: 734-46-70469

Pager: 734-297-1741

e-mail: tpartch@ford.com

## -----Original Message-----

From: Williams, Hugh (L.H.)  
Sent: Wednesday, July 31, 2002 4:45 AM  
To: Schoenfuß, Steffen (S.S.)  
Cc: Mandel, Mitch (M.P.); Williams, Michael (M.T.); Partch, Tom (T.W.)  
Subject: FW: CCRG Review

Steffen,



IF this is a base design issue and not related to subsequent PVT changes then we should take the lead. However, I'm still not clear what the issue is. It sounds like it relates to contact failure of the original FDM sender card spring resulting in incorrect gauge indication and the customer running out of fuel (stalling). The PVT released a change to introduce the CT120 resistor card and presumably issued a TSB to the dealers to tell them to change the FDM if they had customers complaining about gauge indication. Please contact Mike Williams or Tom Partch to confirm the above. Assuming they confirm, please raise a 14D to cover. It should be straight forward as Visteon issued a very comprehensive 8D to cover the spring concern, and the PVT have released the fix - the CT120 resistor card.

Regards

**Hugh Williams**

Fuel Systems Manager - Ford of Europe

Merkenich MG/PCH 2

☎ +49 (0) 221 903 5628 (Int 8703 5628)

☎ +49 (0) 221 903 3183 (Int 8703-3183)

Dunton 15/4B-A01-B

☎ +44 (0) 1288 40 1431 (Int 8738-1431)

---Original Message---

**From:** Mandell, Mitch (M.P.)  
**Sent:** 30 July 2002 16:19  
**To:** Williams, Hugh (L.H.)  
**Subject:** RE: OCRG Review

Hugh,  
WASP want a 14D to support the NHTSA investigation. Basic issue:- vehicles stalling due to poor FDM design. Can you nominate someone familiar with the design defect?

Regards

**Mitch Mandell**

Critical Concern Manager

European Product Development

Phone: 738 5958

Fax: 738 5618

---Original Message---

**From:** Williams, Michael (M.T.)  
**Sent:** 30 July 2002 15:11  
**To:** Mandell, Mitch (M.P.); Fife, Barbara (B.G.); Williams, Hugh (L.H.)  
**Cc:** Patel, Pratul (P.J.)  
**Subject:** RE: OCRG Review

Mitch,

We seem to be stuck on the issue of the TSB and I'm not sure why. The FDM design responsibility belongs to EU and we need them to take the lead on developing a 14D. The TSB is not the basis for the inquiry/fallures, the 2000 MY (original) Focus FDM function/design is. My recommendation is that we (very quickly) assign this to the EU engineer most familiar with the design.

---Original Message---

**From:** Mandell, Mitch (M.P.)  
**Sent:** Tuesday, July 30, 2002 8:59 AM  
**To:** Fife, Barbara (B.G.); Williams, Hugh (L.H.)  
**Cc:** Williams, Michael (M.T.); Patel, Pratul (P.J.)  
**Subject:** RE: OCRG Review

Barb/Hugh,

Do we know who initiated the design change for the FDM that led to the TSB?

Regards  
Mitch Mardell  
Critical Concern Manager  
European Product Development  
Phone: 738 5958  
Fax: 738 5618

-----Original Message-----

From: Fike, Barbara (B.G.)  
Sent: 29 July 2002 17:33  
To: Mardell, Mitch (M.P.); Patel, Praful (P.J.)  
Cc: Williams, Michael (M.T.); Williams, Hugh (L.H.)  
Subject: RE: CCRG Review

Mitch, yes, the TSB was issued due to the design change for the FDM ( to make sure the dealers new about the new level).

Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

From: Mardell, Mitch (M.P.)  
Sent: Monday, July 29, 2002 8:51 AM  
To: Patel, Praful (P.J.)  
Cc: Williams, Michael (M.T.); Williams, Hugh (L.H.); Fike, Barbara (B.G.)  
Subject: RE: CCRG Review

Praful,  
European Fuel Systems Manager (Hugh Williams) has no knowledge of the issue nor the reason for the TSB. Barb Fike is investigating the reason for issuing the TSB (see attached e-mail).

<< Message: RE: FDM Issue >>

Regards  
Mitch Mardell  
Critical Concern Manager  
European Product Development  
Phone: 738 5958  
Fax: 738 5618

-----Original Message-----

From: Patel, Praful (P.J.)  
Sent: 29 July 2002 13:45  
To: Mardell, Mitch (M.P.); Williams, Michael (M.T.)  
Subject: RE: CCRG Review

should we discuss FDM? I believe FDM 14 D should be authored by Europe > please advice.

-----Original Message-----

From: Mardell, Mitch (M.P.)  
Sent: Monday, July 29, 2002 7:50 AM  
To: Ostrowski, Ed (E.J.); Patel, Praful (P.J.)

**Cc:** Ramey, Tonya (T.L.); King, Michelle (M.); Souchock, Peter (P.D.); Partch, Tom (T.W.)  
**Subject:** RE: CCRG Review

Ed,

I've asked Pete Souchock to provide an update on the NHTSA inquiries in our usual Friday slot (although I'm on vacation that day). Proposed Agenda:-

- o NHTSA Inquiries - Pete Souchock or rep.
- o Focus Seat Belt Buckle Concern (Autoliv) - Tom Partch
- o Focus Spring Failure - Tom Partch to provide summary of meeting currently scheduled for tomorrow ( July 30th)

Regards

Mitch Mardell

Critical Concern Manager

European Product Development

Phone: 738 5958

Fax: 738 5618

-----Original Message-----

**From:** Ostrowski, Ed (E.J.)  
**Sent:** 29 July 2002 12:35  
**To:** Mardell, Mitch (M.P.); Patel, Praful (P.J.)  
**Cc:** Ramey, Tonya (T.L.)  
**Subject:** CCRG Review

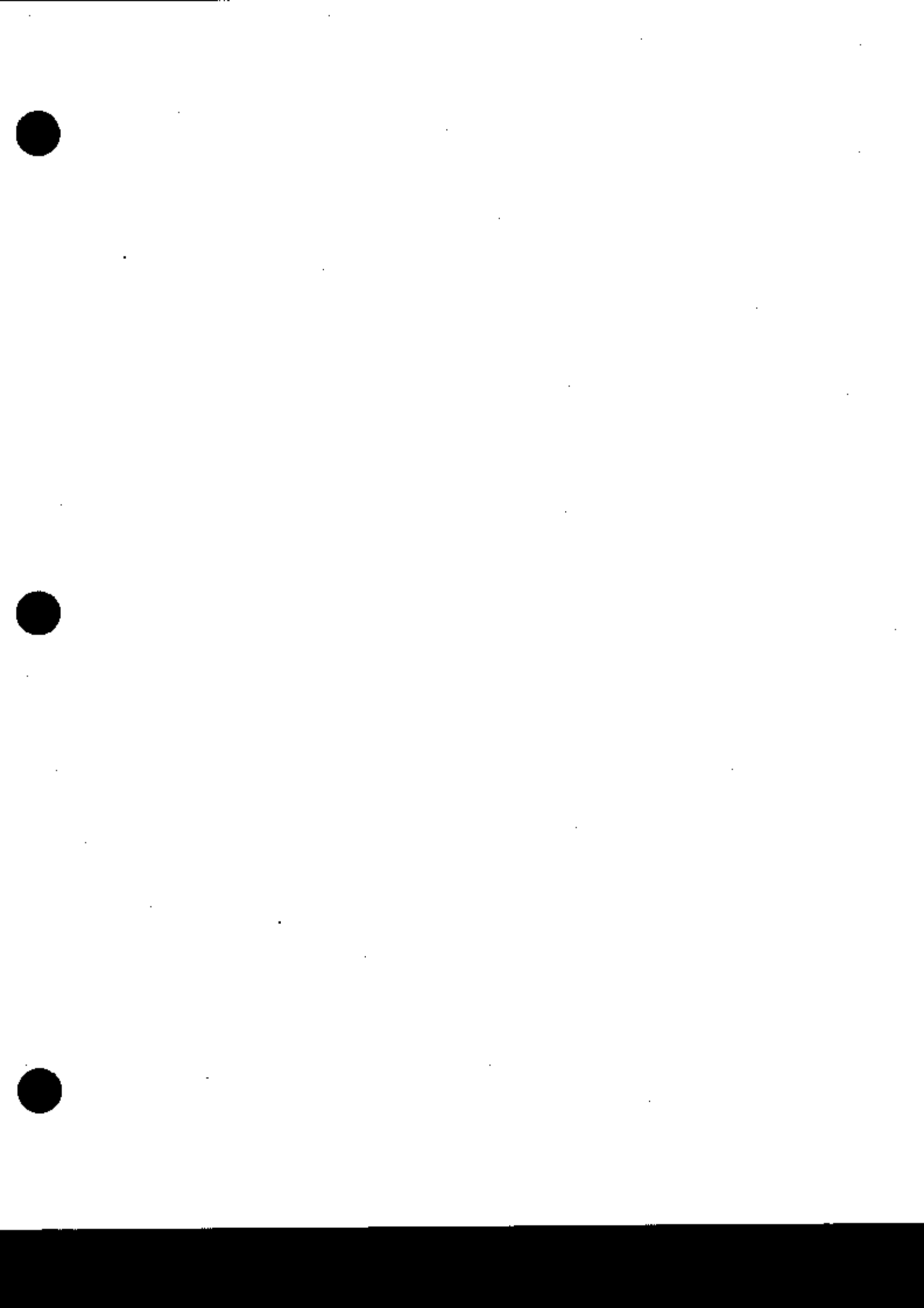
I'd like an update on the CCRG items, in particular the NHTSA P1's. I hear Mitch is not available this Friday -- one way or another I'd like the update this week. Thanks.

Ed Ostrowski

Vehicle Programs Director -- NAC Youth Vehicles

phone: 24-89962 fax: 313-594-9838

Admin: Tonya Ramey-32-31674 (tramey1)



**From:** Lilly, Kenneth (K.A.)  
**Sent:** Monday, April 09, 2001 9:01 AM  
**To:** Bergeron, Leon (F.L.)  
**Cc:** Harrigan Sr., Mike (M.J.)  
**Subject:** RE: Focus Fuel Tank

Leon,  
Please see attached some information on the fuel tank contamination..... Let me know if you would like to discuss further!

Hope this helps!

-----Original Message-----

**From:** Richardson, Charles (C.E.)  
**Sent:** Friday, June 16, 2000 12:09 PM  
**To:** Misangyi, Pete (P.W.); Bersuder, Lee (L.C.)  
**Cc:** Burbanoska, Mike (M.); Kosowick, John (J.J.); Neme, Joseph (J.S.); Bersuder, Lee (L.C.); Hayduk, Mark (M.S.); Irwin, Kimberly (K.R.); Tuttle Sr., Dick (R.J.)  
**Subject:** RE: Summary of Holman Fuel Pump Investigation in Phila. Area

I contacted Exxon/Mobil and was given the following information about the fuel pump problem with Mobil's premium gasoline in the Philadelphia area.

- The problem with the premium gasoline began in mid April at the Paulsboro, NJ terminal
- The terminal was shut down and the problem has been corrected
- This is a repeat problem that occurred last year around October
- The fuel is contaminated with a water soluble Al fluoride that becomes tacky in the presence of water (humid air will trigger the reaction)
- Fuel pumps will seize as this material builds up in the pumps, particularly pumps with multifin discs
- The contaminant has an amber looking color on the pumps plate
- In pure form, the contaminant has whitish/ yellow color
- Contaminant is not soluble in gasoline and Exxon/Mobil recommends that the tank be cleaned with water based solvent
- Fuel pump failure may reoccur if tank is not properly cleaned

Exxon/Mobil will pay for all repairs associated with this problem  
Customers are asked to request reimbursement from Van Guard Adjusters at 800-561-8484.  
Dealers should call Wynn Gardner of Exxon/Mobil at 703-848-6400 to make claims.

Exxon/Mobil has done extensive analytical testing and also offered to assist in analysis, if needed. However, unless there are other concerns, I don't see any need to analyze samples or investigate further.

*Chuck Richardson*  
Ford - Fuels and Lubricants Engineering  
POEE Bldg, MD#44 Dearborn, MI 48121  
phone: 313-322-7136 fax:313-846-8168  
[cricha12@ford.com](mailto:cricha12@ford.com) <<mailto:cricha12@ford.com>>

*Kenneth Lilly*

Ranger Fuel System Design  
PDC 2H-C08

☎ Phone (313) 337-5710; ☎ Fax (313) 248-6263

✉ Email: [smallick@ford.com](mailto:smallick@ford.com)

ⓧ Email Teedpage: [smallick3137957992@airtouch.net](mailto:smallick3137957992@airtouch.net)

ⓧ Teedpage: <http://www.meridian.airtouch.com/teedpage/sendpage.html>

-----Original Message-----

**From:** Harrigan Sr., Mike (M.J.)  
**Sent:** Wednesday, March 28, 2001 11:08 AM  
**To:** Bergeron, Leon (F.L.)  
**Cc:** Lily, Kenneth (K.A.)  
**Subject:** RE: Focus Fuel Tank

Talk to Ken Lily.

*Michael J. Harrigan Sr.*

Staff Technical Specialist - Fuel Systems

*Ford Motor Company*

R&VT Fuel Systems Technology

<http://www.dearbom.ford.com/chassis/fuel/vvt/>

AEC Bldg, Mail Drop 70, Room 4512

voice 313-59-41082, FAX 313-82-16025

e-mail: [mjharriga@ford.com](mailto:mjharriga@ford.com) <<mailto:mjharriga@ford.com>>

-----Original Message-----

**From:** Bergeron, Leon (F.L.)  
**Sent:** Wednesday, March 28, 2001 10:11 AM  
**To:** Harrigan Sr., Mike (M.J.)  
**Subject:** Focus Fuel Tank

Mike, The Focus is having some problems with a gooey substance plugging fuel filters and pumps. Apparently, the Ranger had a similar problem a few years back after they switched to a plastic fuel tank. Any idea who we can contact for information on the fuel tanks?

*S. Leon Bergeron*

Fuels and Lubricant Engineering

313.337.2827

Fax: 313.845.3169

[lbergero@ford.com](mailto:lbergero@ford.com) <<mailto:lbergero@ford.com>>

**From:** Woodring, Chris (C.A.)  
**Sent:** Wednesday, May 24, 2000 5:33 PM  
**To:** Harrigan Sr., Mike (M.J.)  
**Subject:** FW: Fuel contamination: discuss at US Car?

I would like to forward this to the Chrysler and GM guys to see if they have had a similar experience. Do you have their latest email ids?

Chris Woodring  
R&VT - Fuel Systems Technology Team  
Phone: (313)594-1510  
Fax: (313)621-6825  
email: cwoodring@ford.com  
department home page: <http://www.detroit.ford.com/chassis/fuelsys/index.htm>

-----Original Message-----

**From:** Richardson, Alan (A.)  
**Sent:** Wednesday, May 24, 2000 3:52 PM  
**To:** Woodring, Chris (C.A.)  
**Subject:** RE: Fuel contamination: discuss at US Car?

We noticed it on LS (V8 with ERF8 and ST-170), but I don't know if it affects other models.

Brian Cardwell has looked at the latest residue and states that it appears to be similar to last year's Ranger 'brown goo', but is performing further analyses to confirm or refute that initial assessment.

Earlier research had identified a refinery in Paulsboro, New Jersey (right across the river from Philadelphia) as having a process failure resulting in a contaminant getting out into the local retail market for premium fuel. That refinery was owned by Mobil, but may have been sold to an independent company recently. Our recent experience is consistent, but we have not analyzed any samples to confirm it yet.

Best regards, Alan Richardson  
Product Application Engineer, Visteon Fuel Storage and Delivery, Schaefer Court II  
Voice (313) 24-82273, fax (313) 32-29552, e-mail arichar@visteon.com

-----Original Message-----

**From:** Woodring, Chris (C.A.)  
**Sent:** Wednesday, May 24, 2000 3:35 PM  
**To:** Richardson, Alan (A.)  
**Subject:** RE: Fuel contamination: discuss at US Car?

I do not currently attend any USCAR committee meetings, but can contact reps from GM and Chrysler. But before I do, I would like a little more detail. Is it any worse any particular model or pump design? Is the goo that same as what we saw on the 1998 Ranger? What is the name of the refiner?

Chris Woodring  
R&VT - Fuel Systems Technology Team  
Phone: (313)594-1510  
Fax: (313)621-6025  
email: cwoodring@ford.com  
department home page: <http://www.detroit.ford.com/chassis/fuelsys/index.htm>

-----Original Message-----

**From:** Richardson, Alan (A.)  
**Sent:** Tuesday, May 23, 2000 9:48 AM  
**To:** Woodring, Chris (C.A.)  
**Subject:** Fuel contamination: discuss at US Car?

I was referred to you by Dave Setauda who said you might be able to talk with other OEMs at your next US Car meeting about a fuel contamination issue. Specifically, we are having a lot of recent fuel pump failures clustered near southern New Jersey.

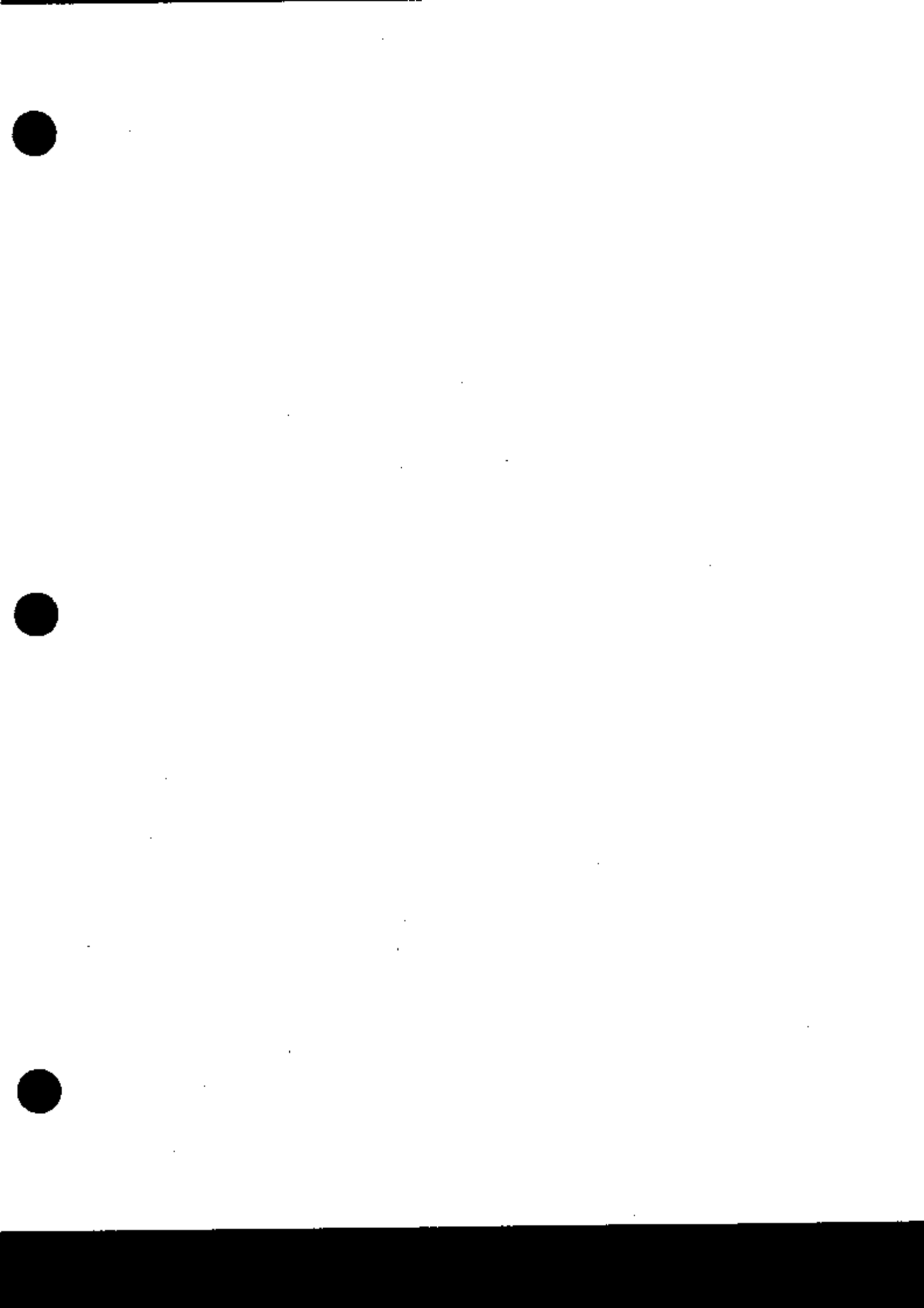
Typical failure scenario is that a customer's car either stalls or won't start and it gets towed in to a dealer for service. The pump fuse is found to be blown and in the end the pump is replaced to solve the problem. I have examined one

replaced pump and found it locked solid due to a brown sticky residue in the pump chamber. This goo has been seen before and it was associated with one refinery in southern New Jersey that was failing to completely remove from premium grade fuel the hydrofluoric acid used in the refining process. Apparently Ford/Visteon can't verify this conclusively and so only suspect the refinery error is the cause of the fuel pump failures.

Can you check with other OEMs to see if they are having a concentration of fuel pump problems in the Philadelphia/south Jersey region?

Best regards, Alan Richardson  
Product Application Engineer, Visteon Fuel Storage and Delivery, Schaefer Court II  
Voice (313) 24-82273, fax (313) 32-29552, e-mail arlchar9@visteon.com





---

**From:** Crowley, Thomas (T.C.)  
**Sent:** Friday, July 27, 2001 1:24 PM  
**To:** Masten, Mike (B.M.); Mancini, Doug (D.J.); Pearson, Tom (T.E.); Boose, Marsha (M.L.); Hilsa, Peter (P.J.); Harrigan Sr., Mike (M.J.); Lloyd, John (J.N.); Parabdesai, Sudhir (S.P.); Oldfield, James (J.H.); JSCHNE10 was deleted 20011203; Altoonian, Don (D.J.); Thomas, Ken (K.C.)  
**Cc:** Crowley, Thomas (T.C.)  
**Subject:** FW: Brown Goo

2000 / 2001 MY Focus is having a major fuel tank contamination concern which has resulted in many FDM's being replaced. A Service fix went out to the dealers 1 1/2 months ago to replace the FDM fuel filters with the following temporary changes: 1) increased the fuel filter surface area of the internal fuel pump 2) larger pores size added to the disk fuel filter located on the bottom of FDM - jet pump). Long term fix is to install the North American Escort FDM design with the sock filter.

Phil Rader sent this note to Steve Stump (Focus Powertrain Calibration Supervisor) which is an interesting note on the 1999 Ranger "Brown Goo" gasoline contamination concern. Please see the following notes. Thank you.

-----Original Message-----

**From:** Rader, Phil (P.J.)  
**Sent:** Monday, April 02, 2001 7:55 AM  
**To:** Stump, Steven (S.M.)  
**Cc:** Rader, Phil (P.J.)  
**Subject:** FW: Brown Goo

Steve, this is referring to the Ranger "brown goo." You may want to share this with the team.

Phil Rader  
R&VT Fuel Systems Technology Team  
Phone: (313)322-1581  
Fax: (313)821-8026  
Email: [prader@ford.com](mailto:prader@ford.com)  
Inside Ford visit the RVT Fuel Systems Web Site at:  
<http://www.detroit.ford.com/chassis/fuelsvt/index.htm>

-----Original Message-----

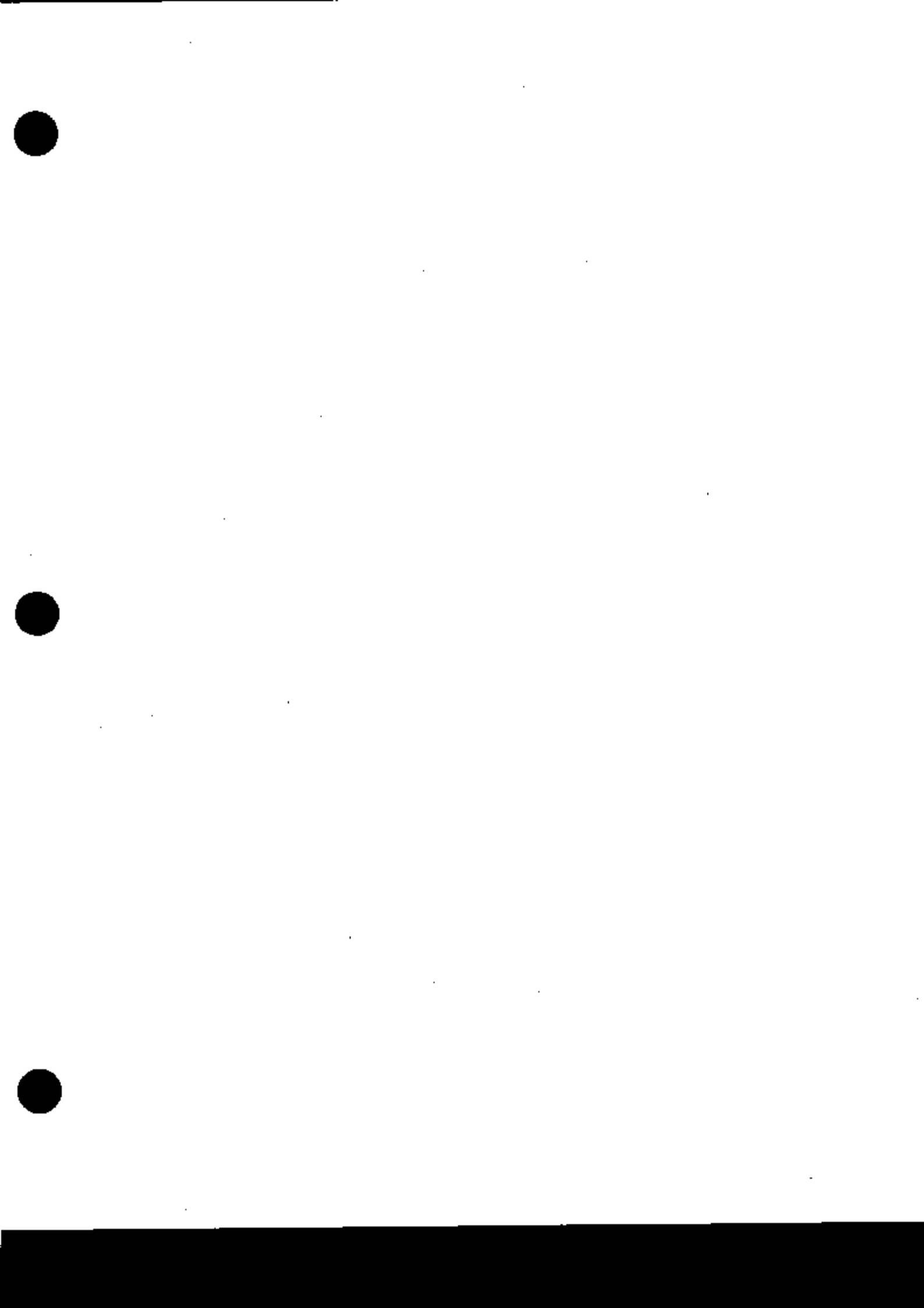
**From:** Woodring, Chris (C.A.)  
**Sent:** Friday, March 30, 2001 4:10 PM  
**To:** Rader, Phil (P.J.); 'mmcgrath@viateon.com'; 'dzultova@viateon.com'  
**Subject:** Brown Goo

I talked to Dan Lau on a couple of other topics and brought up the brown goo problem. He said that their conclusions were:

- The 'goo' is something that is produced by refineries when they either missed process steps or fail control their processes properly. If water is present in the tank, the material becomes the 'goo'.
- They believe the problem got better in Ranger because:
  - Refineries got better control of their processes
  - The modular pump introduced in 1999 is more robust against this contaminant
  - Switched to clean side regulation, which helped reduce the pump exposure to recirculating 'goo'

Chris Woodring  
R&VT - Fuel Systems Technology Team  
Phone: (313)394-1510

Fax: (313)621-6025  
email: [cwoodrin@ford.com](mailto:cwoodrin@ford.com)  
department home page: <http://www.dearbora.ford.com/chassis/fbelsyst/index.htm>



---

**From:** Dyson, Simon (S.C.)  
**Sent:** Saturday, September 21, 2002 11:50 AM  
**To:** Mortini, Matthew (M.J.); Colatruccio, Vince (V.E.)  
**Cc:** Souchock, Peter (P.D.); Shepherd, Leroy (L.O.)

**Importance:** High

Matt or Vince,

I need your help most urgently to answer an on going enquiry.

I need to know for the Ford Focus here in North America the Quantity by part number of all FDM's Sold to dealerships.

The base part number is 9H307. I am interested in these figures from Job1 CY 1999 through to present date.

The reason I am giving you the base number is because the FDM has gone through many up suffix's and I want to know the real total and not miss any of the sale quantities.

I really would appreciate your best efforts on this.

Kind regards,  
Simon Dyson

---

**From:** Colatruglio, Vince (V.E.)  
**Sent:** Monday, September 23, 2002 8:59 AM  
**To:** Dyson, Simon (S.C.); Montini, Matthew (M.J.)  
**Co:** Souchock, Peter (P.D.); Shepherd, Leroy (L.O.)  
**Subject:** RE:

Total FDM part sales prior to the redesign sock type: 128,866  
Total FDM part sales for new sock type pump (production date-12/8/01) 2,525  
Total: 129,391

Vince Colatruglio  
FCSD-PVT Program Manager  
734-46-70499

—Original Message—

**From:** Dyson, Simon (S.C.)  
**Sent:** Saturday, September 21, 2002 11:50 AM  
**To:** Montini, Matthew (M.J.); Colatruglio, Vince (V.E.)  
**Co:** Souchock, Peter (P.D.); Shepherd, Leroy (L.O.)  
**Subject:**  
**Importance:** High

Matt or Vince,

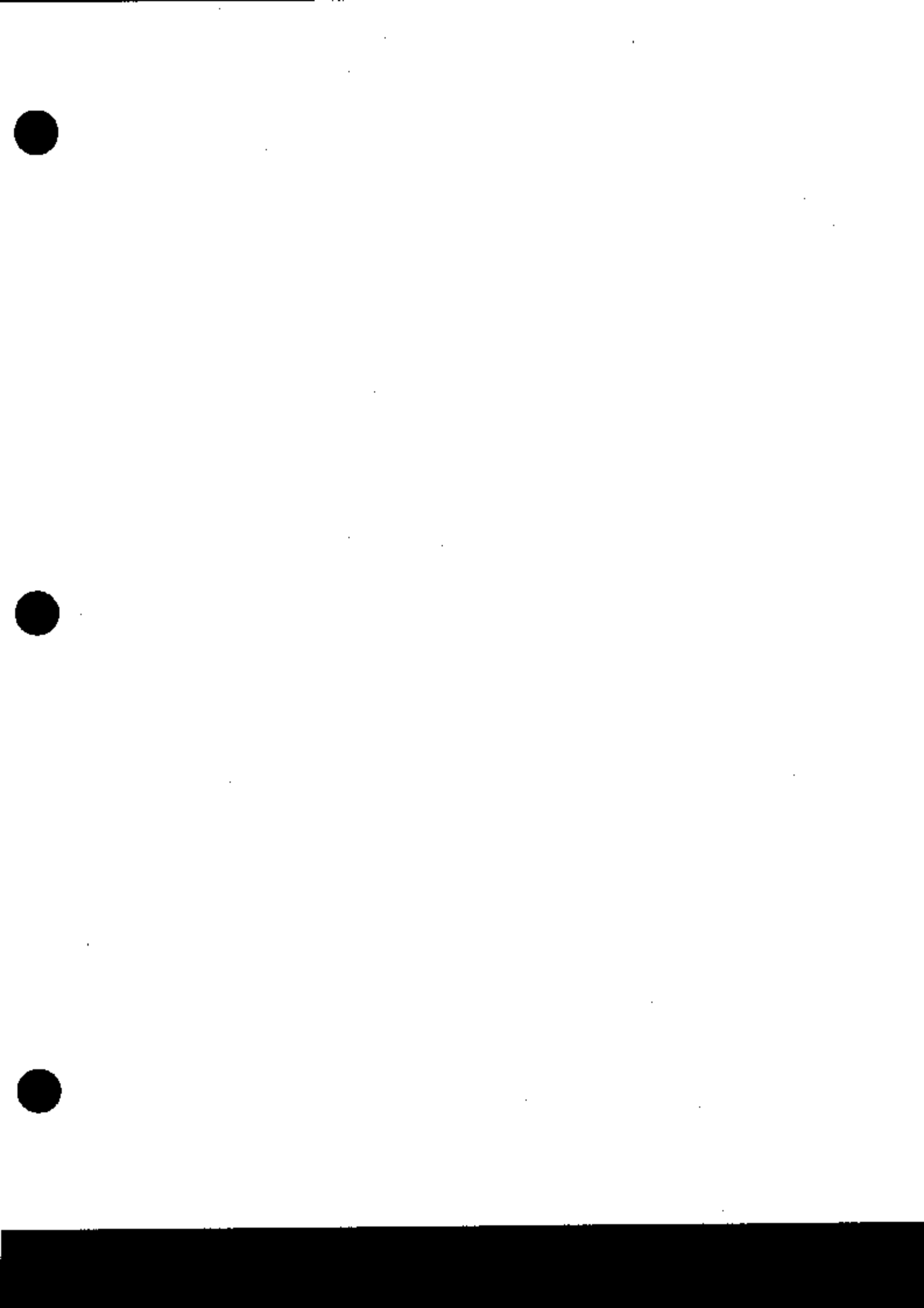
I need your help most urgently to answer an on going enquiry.

I need to know for the Ford Focus here in North America the Quantity by part number of all FDM's Sold to dealerships.

The base part number is 9H307. I am interested in these figures from Job1 CY 1999 through to present date. The reason I am giving you the base number is because the FDM has gone through many up suffb's and I want to know the real total and not miss any of the sale quantities.

I really would appreciate your best efforts on this.

Kind regards,  
Simon Dyson



-----Original Message-----

**From:** Richardson, Charles (C.E.)  
**Sent:** Friday, July 12, 2002 8:59 AM  
**To:** Stump, Steven (S.M.); Gagnon, Jean (J.)  
**Cc:** Woodring, Chris (C.A.); Dyson, Simon (S.C.); Martin, Richard (R.); Bly, Brian (B.); Nollie, Brant (B.); Contant, Gilles (G.); Giordano, Mike (M.A.); Thomas, Ken (K.C.); Tom Belshutzen (E-mail); 'Graham Duthie (E-mail)'; Ellsworth, Eric (E.D.); Sullivan, Mike (M.B.)  
**Subject:** RE: Fuel contamination

Two of the three FDM's have disk filters. Photos are attached. Analysis has not been completed.

Those labeled m are macro photos of the filters (212191m is pump assembly #1, 212192m is #2, etc)

Those labeled as j are close-ups of the material on the filters

Regards,

Chuck Richardson  
Ford Motor Company  
Fuels and Lubricants Engineering  
crcha12@ford.com  
POEE Bldg, MD 44 Dearborn, MI 48121  
phone 313-322-7198 fax 313-845-3169

-----Original Message-----

**From:** Stump, Steven (S.M.)  
**Sent:** Thursday, July 11, 2002 7:39 AM  
**To:** Gagnon, Jean (J.); Richardson, Charles (C.E.)  
**Cc:** Woodring, Chris (C.A.); Dyson, Simon (S.C.); Martin, Richard (R.); Bly, Brian (B.); Nollie, Brant (B.); Contant, Gilles (G.); Giordano, Mike (M.A.); Thomas, Ken (K.C.); Tom Belshutzen (E-mail); Graham Duthie (E-mail); Ellsworth, Eric (E.D.); Sullivan, Mike (M.B.)  
**Subject:** RE: Fuel contamination

Jean, when you say latest fuel pump...I need to verify...are these the FDM's with the protruding tube sock filter or are these the still the FDM's with the disk filter on the bottom. Can you provide build dates of the vehicles or pictures of the FDM's?

-----Original Message-----

**From:** Gagnon, Jean (J.)  
**Sent:** Wednesday, July 10, 2002 4:24 PM  
**To:** Stump, Steven (S.M.); Richardson, Charles (C.E.)  
**Cc:** Woodring, Chris (C.A.); Dyson, Simon (S.C.); Martin, Richard (R.); Bly, Brian (B.); Nollie, Brant (B.); Contant, Gilles (G.)  
**Subject:** RE: Fuel contamination

Eastern Region is experiencing the problem with the latest level fuel pump. We sent some samples for analysis (both models are plugging). The dealers are asking me for the results. Do you have more information that we can share with them?



Per your first lab analysis nothing in the samples tested from fuel companies (Shell, Esso, Petro Canada, Ultramar) plus 3 samples from customer vehicles show a contamination issue. So what is the "red paste" that is contaminating the fuel system?

I asked warranty department to give us an updated report showing how many pumps have been replaced for both level fuel pumps regarding contamination.

Thank you for you time.

Regards,

*Jean Gagnon*

Ford Motor Company of Canada, Limited  
Car and Truck Technical Support Manager  
COB Oakville, On

Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

Fax: (905) 845-7069

e-mail: [jgagnon2@ford.com](mailto:jgagnon2@ford.com)

-----Original Message-----

From: Stump, Steven (S.M.)

Sent: Tuesday, July 09, 2002 12:30 PM

To: Richardson, Charles (C.E.)

Cc: Gagnon, Jean (J.); Woodring, Chris (C.A.); Dyson, Simon (S.C.)

Subject: RE: Fuel contamination

The fix for filter robustness against aged fuels with "sticky substances" went into production in Dec 2001.

-----Original Message-----

From: Richardson, Charles (C.E.)

Sent: Tuesday, July 09, 2002 12:17 PM

To: Stump, Steven (S.M.)

Cc: Richardson, Charles (C.E.); Gagnon, Jean (J.)

Subject: FW: Fuel contamination

Has the fuel pump plugging problem with Focus in US regions been resolved? The Canadian Quebec region is reporting high warranty for Focus pumps and the issue appears to be similar to problem investigated in US. I am working with Canadian Technical Support to determine whether fuel is possibly a contributing factor.

Regards,

Chuck Richardson  
Ford Motor Company  
Fuels and Lubricants Engineering  
[cricha12@ford.com](mailto:cricha12@ford.com)  
POEE Bldg, MD 44 Dearborn, MI 48121  
phone 313-322-7136 fax 313-845-3169

-----Original Message-----

From: Gagnon, Jean (J.)  
Sent: Thursday, July 04, 2002 12:13 PM  
To: Cortant, Giles (G.); Nottle, Brant (B.)  
Cc: Richardson, Charles (C.E.); Martin, Richard (R.)  
Subject: FW: Fuel contamination

Richard Martin left me a message this morning saying that our dealers in Quebec are reporting many issues with Focus fuel systems. I left a message to Charles Richardson (Product development engineer) asking him an update on the tests they are presently doing. As today is a U.S. holiday, I am unable to provide a current update. I will keep you posted.

Thanks,

*Jean Gagnon*

Ford Motor Company of Canada, Limited  
Car and Truck Technical Support Manager  
COB Oakville, On  
Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019  
Fax: (905) 845-7088  
e-mail: [jgagnon2@ford.com](mailto:jgagnon2@ford.com)

-----Original Message-----

From: Gagnon, Jean (J.)  
Sent: Thursday, June 20, 2002 5:43 PM  
To: Bly, Brian (B.)  
Cc: Richardson, Charles (C.E.)  
Subject: RE: Fuel contamination

Charles Richardson sent some results by fax and phoned to explain me the results. For now nothing in the samples tested from fuel companies (Shell, Esso, Petro Canada, Ultramar) plus 3 samples from customer vehicles show a contamination issue. So what is the "red paste" that we found in the fuel pumps? Other tests will be done. I will keep you informed.

Thanks,

*Jean Gagnon*

Ford Motor Company of Canada, Limited  
Car and Truck Technical Support Manager  
COB Oakville, On  
Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

Fax: (905) 845-7069

e-mail: jgagnon2@ford.com

-----Original Message-----

From: Gagnon, Jean (J.)

Sent: Monday, June 17, 2002 10:35 AM

To: Bly, Brian (B.)

Cc: Martin, Richard (R.)

Subject: FW: Fuel contamination

FYI - I'm talking to Charles Richardson on a regular basis about Fuel tests. In the tests done nothing is abnormal . Other tests will be completed this week.

Thanks,

*Jean Gagnon*

Ford Motor Company of Canada, Limited

Car and Truck Technical Support Manager

COB Oakville, On

Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

Fax: (905) 845-7069

e-mail: jgagnon2@ford.com

-----Original Message-----

From: Gagnon, Jean (J.)

Sent: Friday, June 07, 2002 10:43 AM

To: Bly, Brian (B.)

Subject: RE: Fuel contamination

FYI - I called Charles Richardson this morning and he is still waiting for the results from the lab. He will let me know ASAP.

Thanks,

*Jean Gagnon*

Ford Motor Company of Canada, Limited

Car and Truck Technical Support Manager

COB Oakville, On

Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

ENG2-822 8997

Fax: (905) 845-7069

e-mail: [jgagnon2@ford.com](mailto:jgagnon2@ford.com)

-----Original Message-----

From: Gagnon, Jean (J.)

Sent: Wednesday, June 05, 2002 10:09 AM

To: Bly, Brian (B.)

Subject: RE: Fuel contamination

In the shipment we had 3 fuel pumps/filters and samples of fuel from vehicles that were at a dealership. Also we shipped 4 samples of fuel from fuel companies (Shell, Esso, Petro-Canada, Ultramar). Next steps will be based on the results of these tests. Charles Richardson will tell us if it's the same issue than what they have in the U.S.

I will keep you posted.

Thanks,

*Jean Gagnon*

Ford Motor Company of Canada, Limited

Car and Truck Technical Support Manager

COB Oakville, On

Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

Fax: (905) 845-7069

e-mail: [jgagnon2@ford.com](mailto:jgagnon2@ford.com)

-----Original Message-----

From: Bly, Brian (B.)

Sent: Wednesday, June 05, 2002 9:18 AM

To: Gagnon, Jean (J.)

Subject: RE: Fuel contamination

Jean—what's the next step...are you also obtaining fuel pump samples for analysis by Dearborn?

Thanks

-----Original Message-----

From: Gagnon, Jean (J.)

Sent: Wednesday, June 05, 2002 9:11 AM

To: Bly, Brian (B.)

Cc: Richardson, Charles (C.E.)

Subject: FW: Fuel contamination

This morning the lab in Montreal confirmed to me that all the samples have been shipped yesterday night.

Thanks,

*Jean Gagnon*

Ford Motor Company of Canada, Limited  
Car and Truck Technical Support Manager  
COB Oakville, On

Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

Fax: (905) 845-7069

e-mail: [jgagnon2@ford.com](mailto:jgagnon2@ford.com)

-----Original Message-----

From: Gagnon, Jean (J.)  
Sent: Tuesday, June 04, 2002 8:56 AM  
To: Bly, Brian (B.)  
Cc: Richardson, Charles (C.E.)  
Subject: FW: Fuel contamination

I just called the lab in Montreal and they told me they will ship the samples today. Yesterday, they received the samples at the end of the afternoon and they didn't have time to pack and ship the same day.

Note: Denis Lamothe (our contact) left the company last Friday. Now I deal with Richard Guillet.

Regards,

*Jean Gagnon*

Ford Motor Company of Canada, Limited  
Car and Truck Technical Support Manager  
COB Oakville, On

Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

Fax: (905) 845-7069

e-mail: [jgagnon2@ford.com](mailto:jgagnon2@ford.com)

-----Original Message-----

From: Gagnon, Jean (J.)  
Sent: Monday, June 03, 2002 5:11 PM  
To: Bly, Brian (B.)  
Subject: FW: Fuel contamination

Richard Martin confirmed to me that the samples have been shipped to SGS. I left a message to the lab to be sure it will be shipped tonight. I will call tomorrow morning.

Thanks,

**Jean Gagnon**

Ford Motor Company of Canada, Limited  
Car and Truck Technical Support Manager  
COB Oakville, On

Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

Fax: (905) 845-7069

e-mail: jgagnon2@ford.com

—Original Message—

From: Bly, Brian (B.)

Sent: Monday, June 03, 2002 2:39 PM

To: Gagnon, Jean (J.)

Subject: RE: Fuel contamination

Jean—thanks.

When speaking to Richard ask him if everything is going well and that dealers are now looking after our customers and not referring them to the fuel companies if fuel contamination is suspected.

Thanks.

—Original Message—

From: Gagnon, Jean (J.)

Sent: Monday, June 03, 2002 2:32 PM

To: Bly, Brian (B.)

Subject: FW: Fuel contamination

Brian,

This morning, I sent a note to Jean-Gaston Monette asking if he had all the samples. He replied that it should be at SGS (the lab in Montreal) today. Everything should be shipped tonight to the lab in Dearborn. Jean-Gaston is travelling to the Maritimes this after-noon. I will call Richard Martin to verify if they made it. I will keep you posted.

Thanks,

**Jean Gagnon**

Ford Motor Company of Canada, Limited  
Car and Truck Technical Support Manager  
COB Oakville, On

Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

Fax: (905) 845-7069

e-mail: jgagnon2@ford.com

-----Original Message-----

From: Monette, Jean Gaston (J.G.)  
Sent: Monday, June 03, 2002 11:14 AM  
To: Gagnon, Jean (J.)  
Subject: RE: pompe a gaz

Jean,

J'ai les trois cas 2x B2669 et 1x B2490. Cependant, un n'est pas terminé et je dois me rendre à l'aéroport pour 13h00 sans faute. Si je manque de temps je vais communiquer avec RMartin pour qu'il envoie un DOM recueillir les échantillons et les porter à SGS sans faute vers la fin de la journée. De cette façon, on devrait respecter les délais. B2569 était à compléter le deuxième cas!

-----Original Message-----

From: Gagnon, Jean (J.)  
Sent: Monday, June 03, 2002 11:03 AM  
To: 'service@pinardford.com'  
Cc: Martin, Richard (R.); Monette, Jean Gaston (J.G.)  
Subject: FW: pompe a gaz

SVP revoir le cas avec votre service DOM. Jean Garton est-ce que tu as les 3 échantillons? Si non Pinard Ford peut sûrement nous aider.

Merci!

*Jean Gagnon*

Ford Motor Company of Canada, Limited

Car and Truck Technical Support Manager

COB Oakville, On

Phone: (905) 845-2511 ext. 1019 Dial net: 853-1019

Fax: (905) 845-7069

e-mail: jgagnon2@ford.com

-----Original Message-----

From: Nollie, Brant (B.)  
Sent: Monday, June 03, 2002 12:37 AM  
To: Gagnon, Jean (J.)  
Cc: Bly, Brian (B.)  
Subject: FW: pompe a gaz

Could you please handle the attached.

Thanks,

## *Brant Noltie*

**Director, Customer Satisfaction**

**Ford of Canada**

**Phone - (905) 845-2511 Ext. 1580**

**Fax - (905) 845-0129**

**Dial Net - 853-1580**

**E-mail - [bnoltie@ford.com](mailto:bnoltie@ford.com)**

—Original Message—

**From:** Nathalie Racicot [<mailto:service@plnordford.com>]

**Sent:** Thursday, May 30, 2002 4:05 PM

**To:** [bnoltie@ford.com](mailto:bnoltie@ford.com)

**Subject:** pompe a gaz

client dit que le moteur etouffe en roulant, apres verification, pompe a gaz contaminee... Quel sont les demarches a suivre...

N.I.V.-3tatp3132yr122784

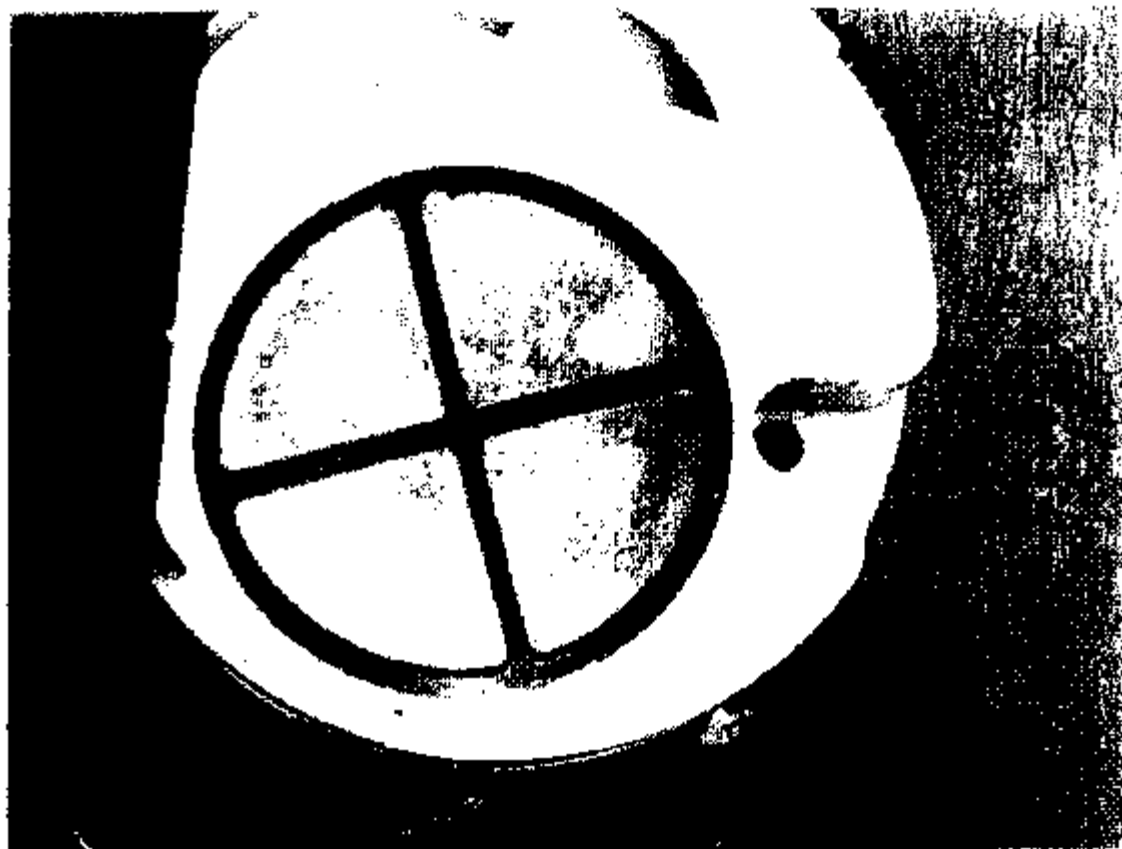
km :50498 ddg:10 janvier 2000

date de reparation 30 mai 2002

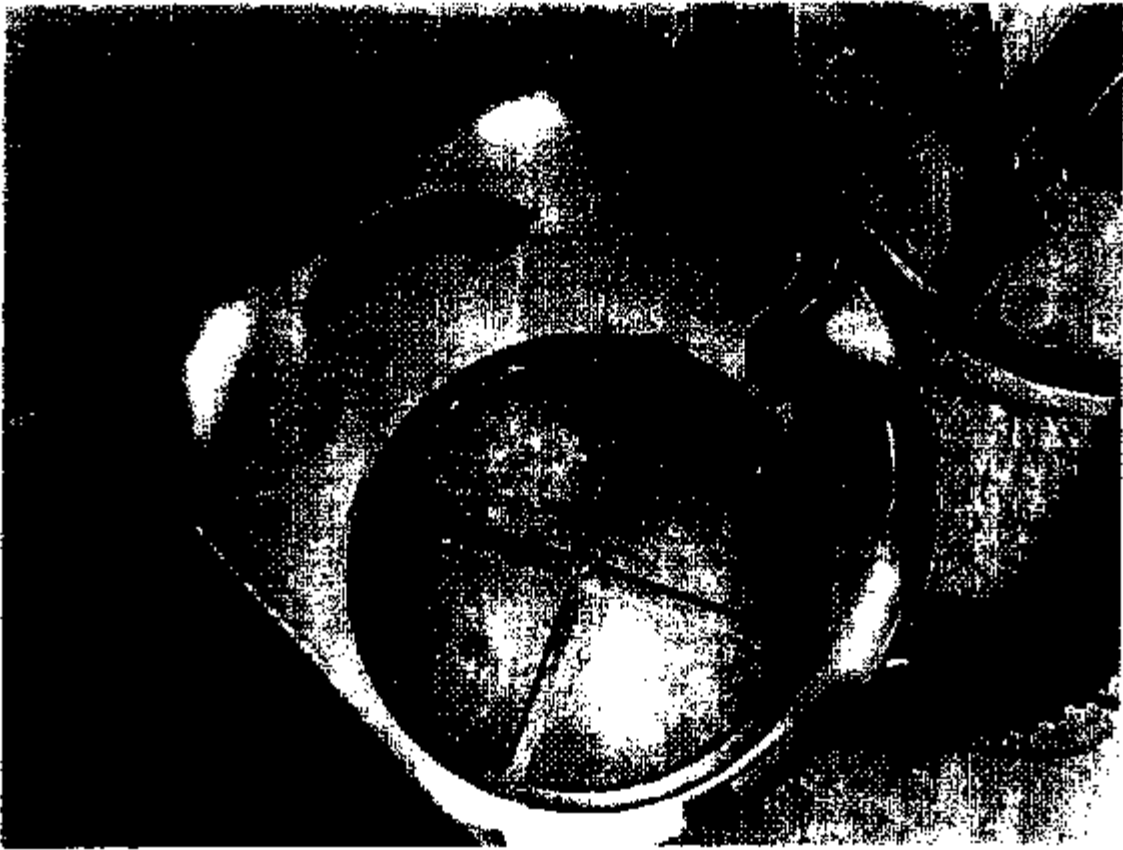
mmc line lemarbre



21219-3

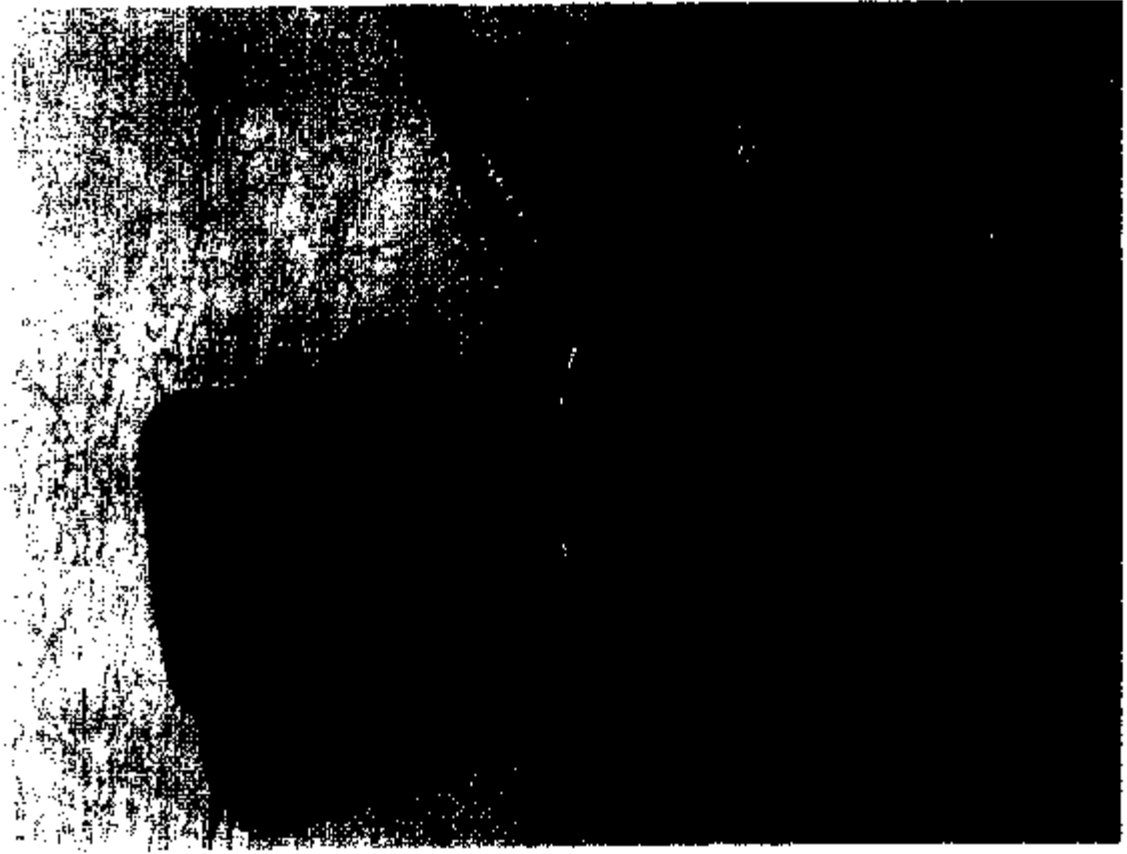


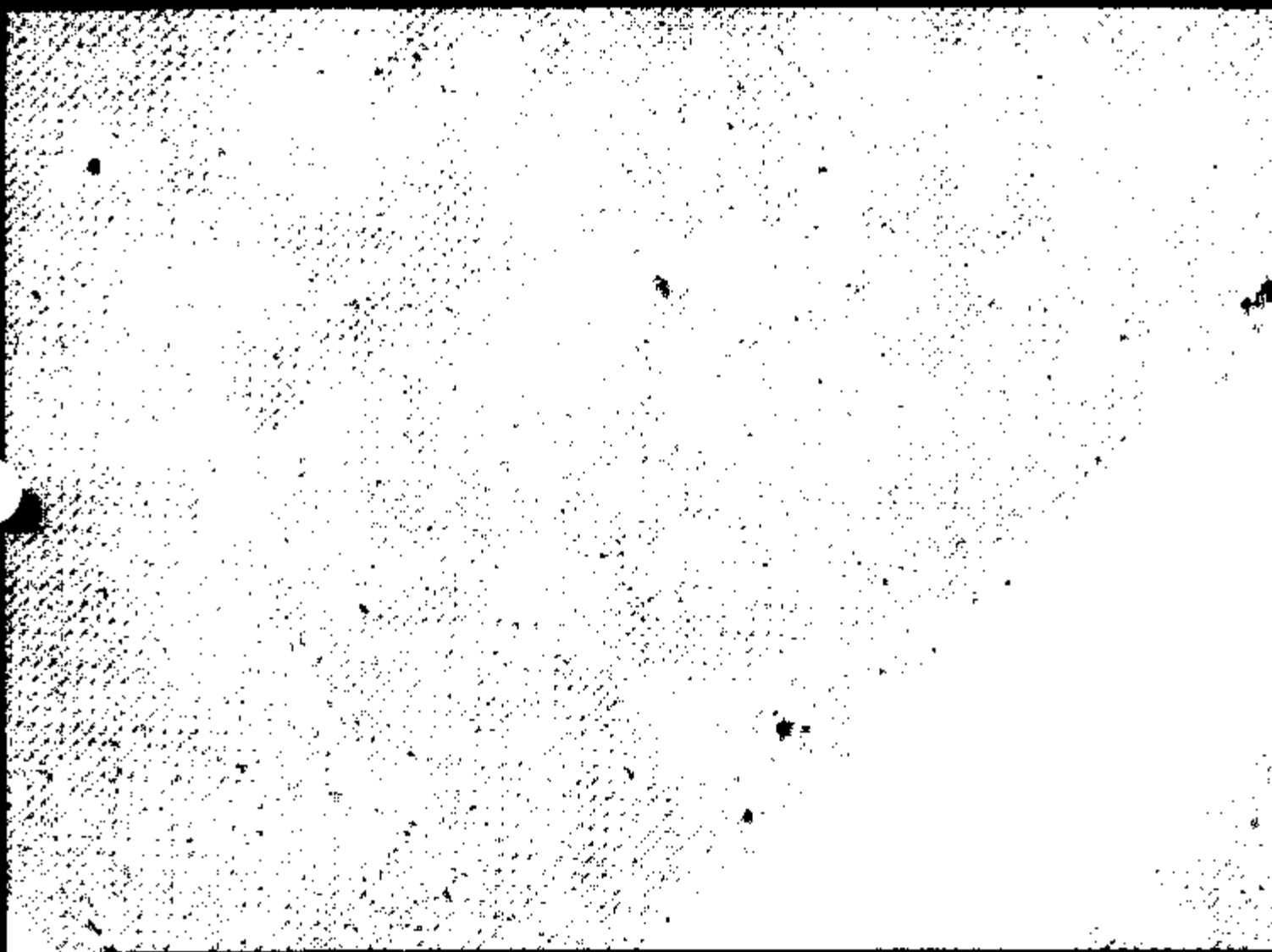
21219-2

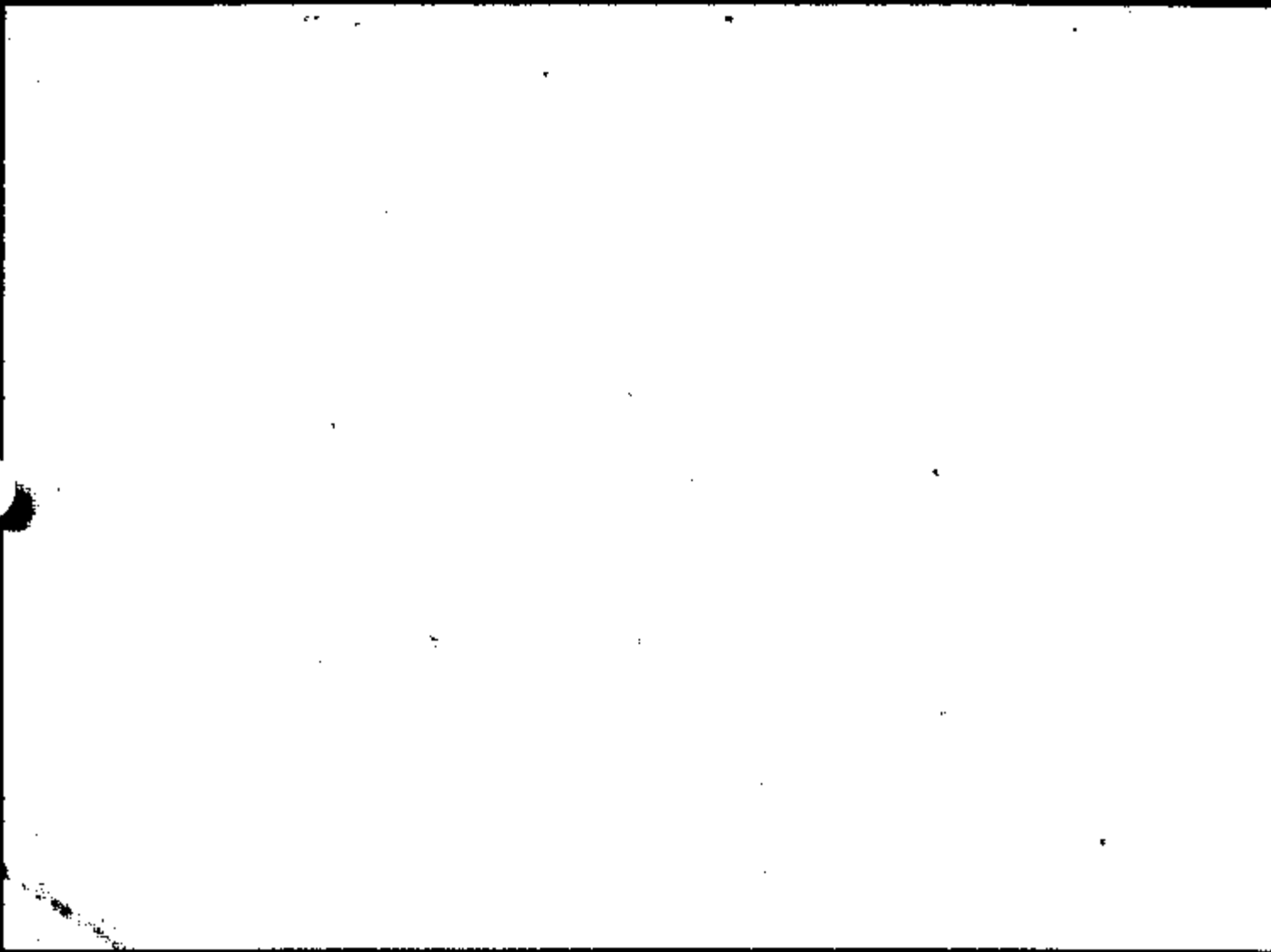


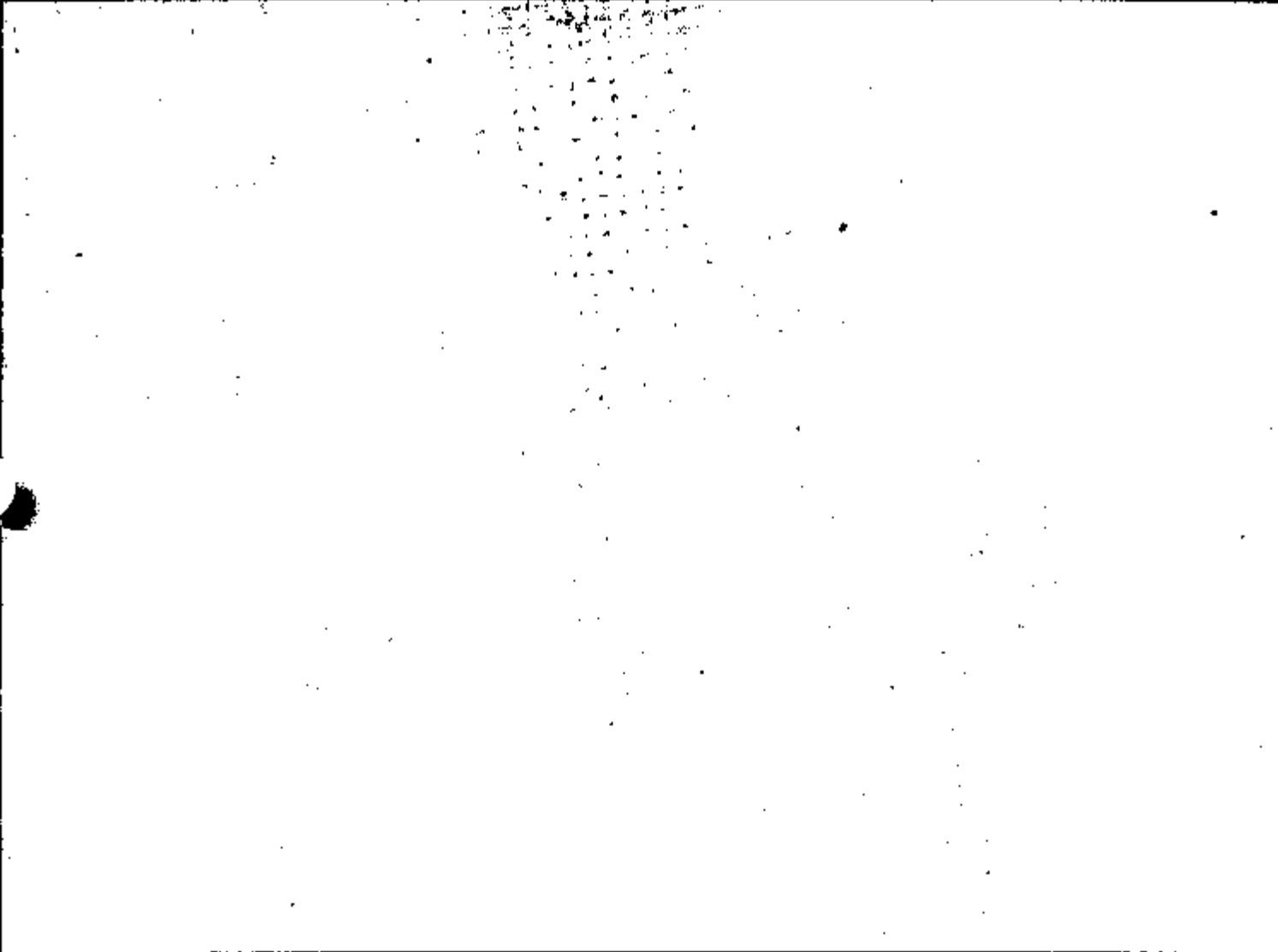
ER02-022 0064

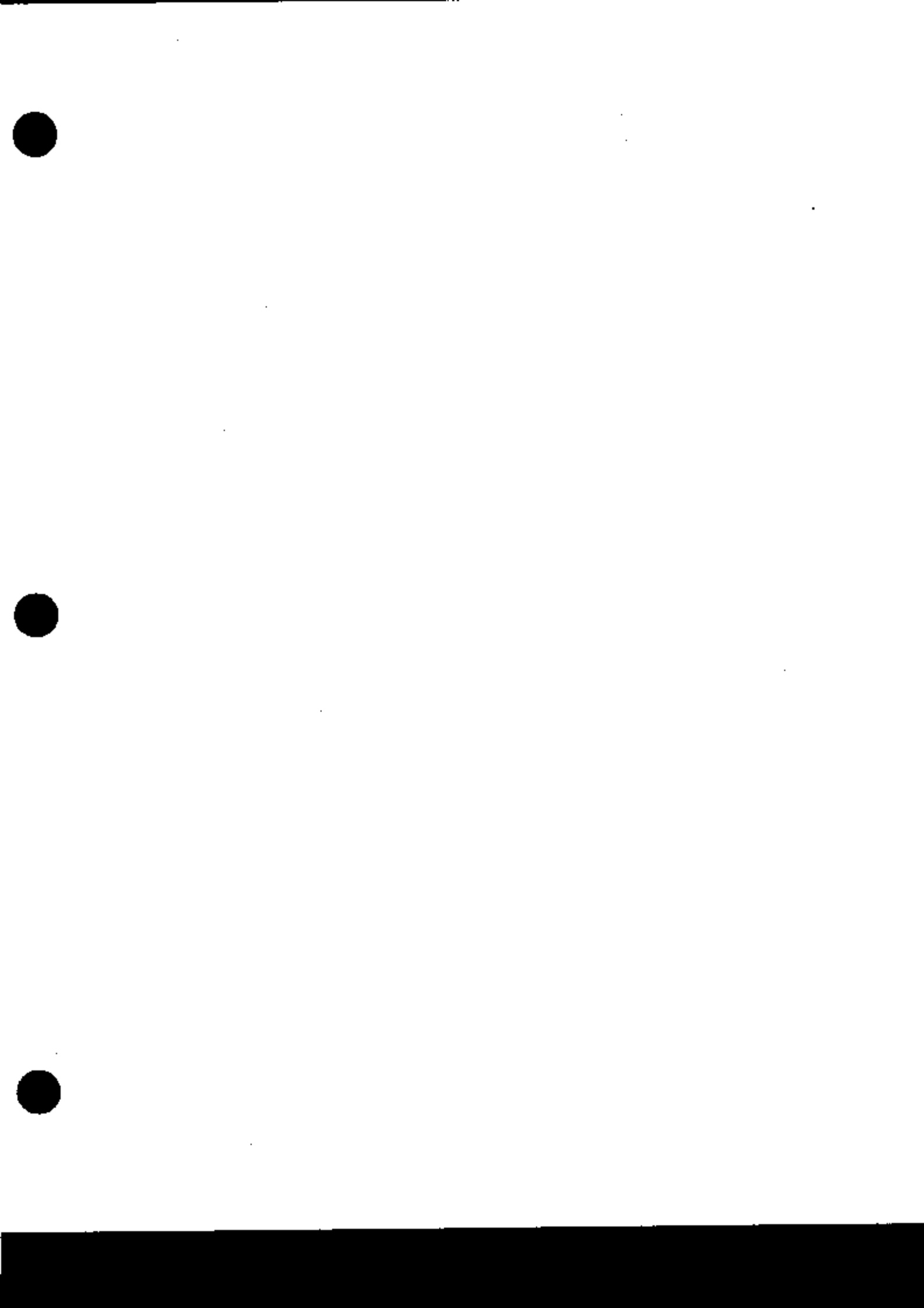
21219-1











-----Original Message-----

**From:** Stump, Steven (S.M.)  
**Sent:** Monday, September 23, 2002 7:56 AM  
**To:** Dyson, Simon (S.C.)  
**Cc:** Shepherd, Leroy (L.O.)  
**Subject:** RE:

Talked to Dennis...he will pull together the info...but it will be later in the week before he can pull it together.

He has some cars with 140K+ on them....since some of these were updated around the 25-30K point, they are over the 100K on the FDM...He is now very happy with this issue. The have not had any failures on the interim design.

-----Original Message-----

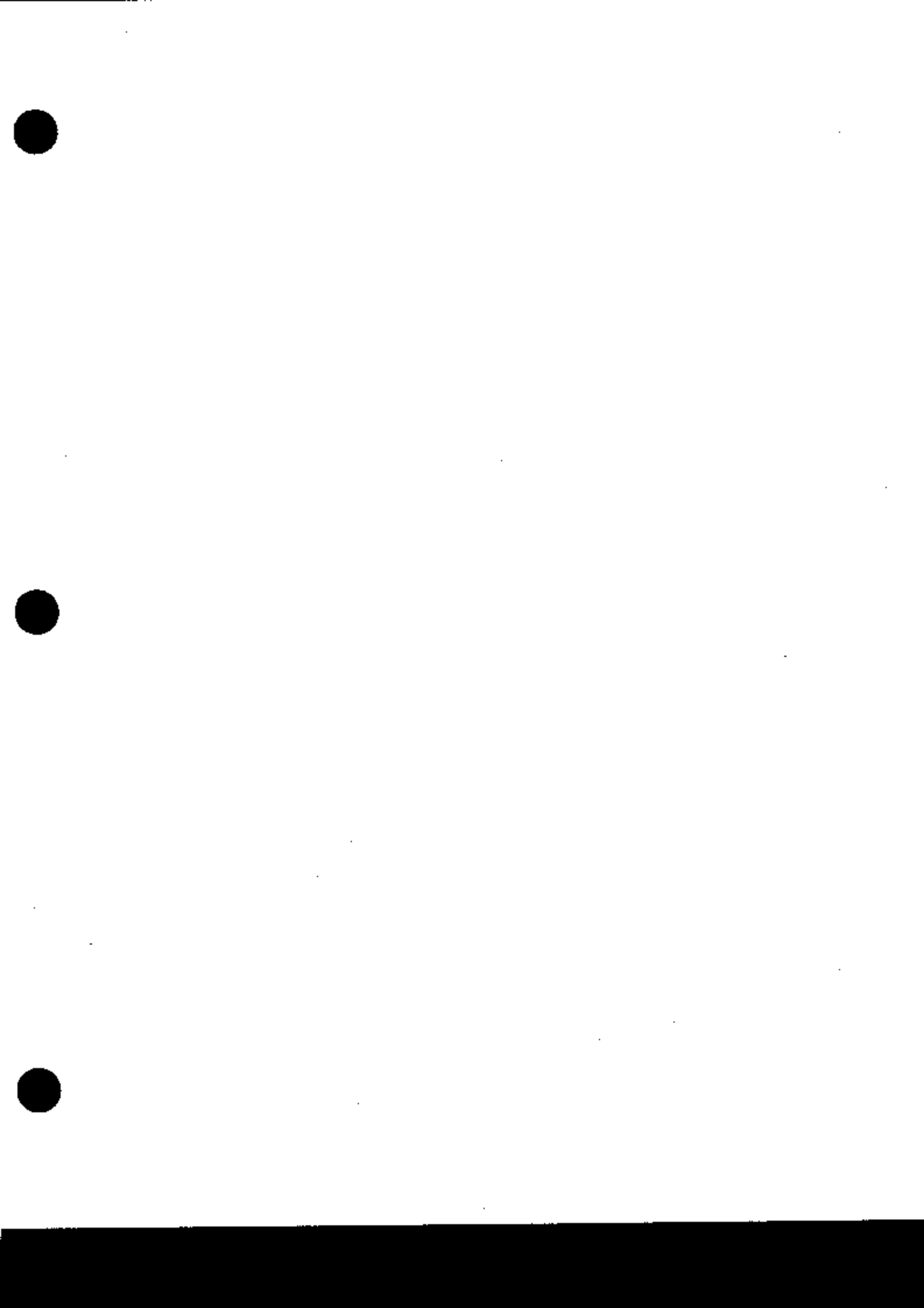
**From:** Dyson, Simon (S.C.)  
**Sent:** Saturday, September 21, 2002 1:46 PM  
**To:** Stump, Steven (S.M.)  
**Cc:** Shepherd, Leroy (L.O.)  
**Subject:**  
**Importance:** High

Steve,

I am sorry to bother you again, however I am really trying quite hard to complete the 14D for a review with Ed on Monday evening. However I am not in the office on Monday morning as I have to take Billy to the UofM could you possibly phone Dennis Knappenburger and ask how many miles each vehicle has on them since they installed the interim fbx? If he could give you that by Vin number it would be great.

Kind regards,  
Simon Dyson






**From:** Carver, Norman (N.B.)  
**Sent:** Thursday, April 18, 2002 11:02 AM  
**To:** Renouf, Joe (J.H.)  
**Subject:** Focus FDM Inquiry

Joe, I think everything needed is covered on the attachments. Short history of part levels old to new...

- YS4Z-9H307-BB (Replaced by YS4Z-9H307-EA)
- YS4Z-9H307-EA (Replaced by 1M5Z-9H307-AA)
- 1M5Z-9H307-AA (current level part effected in 6/6/01)

Details as requested on attached Word document. If you have any questions, let me know.

**Norman Carver**  
Recall Parts Program Manager  
Mail Drop MD-44, Cube 1314C  
29500 Plymouth Road, Livonia, MI 48150  
Ph 734 266-9916, Fax 734 266-1166

  
1800-41 2000 FAX  
THURDAY, 04/18/02

SERVICE PART: YS4Z- 9H307-BB SENDER AND PUMP ASY  
 ENGINEERING PART: 98AP 9H307 BG  
 Part Nm: SNDR & PUMP ASY FUEL TANK

Replacing Part: YS4Z- 9H307-EA

Rff In: 02/26/99  
 Obs. Pending Date: 11/29/00  
 Obs. Notice Date: 02/13/01  
 Obs. Effective Date: 03/29/01  
 Svc. Disposition: U USE

SNMPARVA Display Usage Translations 04/18/02 09:24:02

ENG PART: 98AP 9H307 BG ORIGIN: WERS REGION: N USG STAT: \_  
 Eng Name: SNDR & PUMP ASY FUEL TANK PT: \_ PTO: \_ VL: \_  
 Svc Part: YS4Z- 9H307-BB (M) Replaces: M Is Replcd: Y USG IND: \_

P In Out  
 t Vl Yr Yr Feature Descriptions Feature Descriptions  
 -----  
 C AK 00 FOCUS FORD DIVISION DERIVATIVE  
 C AK 01 FOCUS FORD DIVISION DERIVATIVE  
 ALL GAS/GASEOUS ENGINES

YEAR	Quantity	Replaced Part Number	Message
2002	0		
2001	2860		MULTIPLE
2000	13101		
1999	212		

SERVICE PART: YS4Z- 9H307-EA SENDER AND PUMP ASY  
 ENGINEERING PART: 98AP 9H307 EA  
 Part No: SNDR & PUMP ASY FUEL TANK

Replacing Part: 1M5Z- 9H307-AA

Eff In: 02/26/99  
 Obs. Pending Date: 10/31/01  
 Obs. Notice Date: 10/31/01  
 Obs. Effective Date: 10/31/01  
 Svc. Disposition: S2 SCRAP IMMEDIATELY

SMMPARFA Display Usage Translations 04/18/02 09:46:47  
 ==>

ENG PART: 98AP 9H307 EA ORIGIN: WERS REGION: N USG STAT: \_  
 Eng Name: SNDR & PUMP ASY FUEL TANK PT: \_ PTO: \_ VL: \_  
 Svc Part: YS4Z- 9H307-EA Replaces: Y Is Replcd: Y USG IND: \_

P	In	Out	t	VI	Yr	Yr	Feature Descriptions	Feature Descriptions
C	AK	00					FOCUS	FORD DIVISION DERIVATIVE
C	AK						FOCUS	FORD DIVISION DERIVATIVE
							ALL GAS/GASEOUS ENGINES	

YEAR	Quantity	Replaced Part Number	Message
2002	0		
2001	13298	YS4Z- 9H307-BB	MULTIPLE
2000	13321		
1999	212		

SERVICE PART: 1MSZ- 9H307-AA SENDER AND PUMP ASY  
 ENGINEERING PART: 1MSU 9H307 AA  
 Part No: SNDER & PUMP ASY FUEL TANK

Replacing Part:

Eff In: 06/06/01  
 Obs. Pending Date:  
 Obs. Notice Date:  
 Obs. Effective Date:

SMMPARFA Display Usage Translations 04/18/02 09:50:23  
 ==>

ENG PART: 1MSU 9H307 AA ORIGIN: WERS REGION: N USG STAT: \_  
 Eng Name: SNDER & PUMP ASY FUEL TANK PT: \_ PTO: \_ VL: \_  
 Svc Part: 1MSZ- 9H307-AA Replaces: M Is Replcd: N USG IND: \_

P	In	Out			
t	Vl	Yr	Yr	Feature Descriptions	Feature Descriptions
C	AK	01		FOCUS 4 DOOR SEDAN-6 LITE	FORD DIVISION DERIVATIVE
C	AK	02		FOCUS 4 DOOR STATION WAGON	FORD DIVISION DERIVATIVE
C	AK	02		FOCUS ALL 3/5 DOOR SEDANS	FORD DIVISION DERIVATIVE

First Stocking Demand by Month

MONTH	YEAR	Quantity	Replaced Part Number	Message
04	2002	2811		
03	2002	3598		
02	2002	2899		
01	2002	3009		MULTIPLE
12	2001	3158		
11	2001	2984		
10	2001	3740		
09	2001	2349		
08	2001	1654		
07	2001	84		

First Stocking Demand by Year

YEAR	Quantity	Replaced Part Number	Message
2002	12317		
2001	13969		MULTIPLE



---

**From:** Colatruglio, Vince (V.E.)  
**Sent:** Wednesday, September 04, 2002 2:53 PM  
**To:** Fike, Barbara (B.G.)  
**Subject:** FW: Clean date for interim fdm

**Importance:** High

Update provided below.....

-----Original Message-----

**From:** Sardleben, Rosemary (R.)  
**Sent:** Wednesday, September 04, 2002 1:58 PM  
**To:** Colatruglio, Vince (V.E.)  
**Cc:** Kaercher, Don (D.F.)  
**Subject:** RE: Clean date for interim fdm  
**Importance:** High

Vince the service part number was established 6/6/01 with the initial order to the supplier issued on 6/9. Supplier made their first shipment to the packager on 6/29/01. The dealers could have began ordering on 6/9/01.

-----Original Message-----

**From:** Colatruglio, Vince (V.E.)  
**Sent:** Wednesday, September 04, 2002 12:52 PM  
**To:** Sardleben, Rosemary (R.)  
**Subject:** FW: Clean date for interim fdm

Could you assist with the answer to this question as a result of Don being out of the office??

-----Original Message-----

**From:** Colatruglio, Vince (V.E.)  
**Sent:** Wednesday, September 04, 2002 12:49 PM  
**To:** Kaercher, Don (D.F.)  
**Subject:** FW: Clean date for interim fdm

Based on MMP information, dealers could order this pump as of 6/6/01. I assume the first order appeared on this date? Would that information even be available?? What should the response be to Barb Fike - June 6??

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Tuesday, September 03, 2002 9:50 AM  
**To:** Colatruglio, Vince (V.E.)  
**Subject:** FW: Clean date for interim fdm

Vince, for follow up for the NHTSA investigation, please confirm the FIRST DATE the dealers actually ordered the interim FDM. I know it was available on June 6, 2001, but I need to confirm when the part was ordered by the dealers. Thanks.

**Barb Fike**

Chassis Engineering Supervisor - Wayne PVT

phone: 734-46-70213

fax: 734-46-70489

text pager: 313-851-0780 (BFIKE)

email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

From: Morrison, Ryan (J.R.)  
Sent: Monday, August 26, 2002 9:16 AM  
To: Fike, Barbara (B.G.)  
Cc: Colatruccio, Vince (V.E.)  
Subject: RE: Clean date for interim fdm

I show that the 1M5Z-9H307-AA Parts were available to order from the parts depots on 8/6/01, we have no control over dealer inventory.

*J Ryan Morrison*

Product Concern Engineer (Focus/Escort)  
FCSD-Customer Service Engineering  
PVT & New Model Launch  
JMORR140@Ford.Com  
(313) 206-4534

-----Original Message-----

From: Fike, Barbara (B.G.)  
Sent: Friday, August 23, 2002 4:33 PM  
To: Morrison, Ryan (J.R.)  
Subject: FW: Clean date for interim fdm

Can you please answer this question? Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

From: Fike, Barbara (B.G.)  
Sent: Friday, August 23, 2002 4:33 PM  
To: Colatruccio, Vince (V.E.)  
Subject: Clean date for interim fdm

Hi Vince,

Can you please provide me the clean date for when we got the fdm interim fix (larger micron filter) into service? We had parts in Wayne on 6/13/01, and I know there were some issues with dealers purging their inventory.

Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>



---

**From:** Kaercher, Don (D.F.)  
**Sent:** Monday, September 09, 2002 2:57 PM  
**To:** Fike, Barbara (B.G.)  
**Subject:** RE: Clean date for interim fdm

Yes. We sold both levels (old and new) until 12/18. Then we obsoleted the old. This was the direction we were given in WERs.

## *Don Kaercher*

*Ford Motor Company  
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.  
NPDC 1310C Text Pager: (734) 797-5993  
e-mail: [dkaerche@ford.com](mailto:dkaerche@ford.com)*

Phone: (734) 266-9793 Fax: (734) 266-1166

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Monday, September 09, 2002 2:29 PM  
**To:** Kaercher, Don (D.F.); Colabruglio, Vince (V.E.)  
**Cc:** Parich, Tom (T.W.)  
**Subject:** RE: Clean date for interim fdm

Thank you for the info. I just want to make sure I understand, because the last sentence below is confusing me. Was the "old" level fdm available until 12/18/01?

## Barb Fike

Chassis Engineering Supervisor - Wayne PVT  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

**From:** Kaercher, Don (D.F.)  
**Sent:** Monday, September 09, 2002 7:45 AM  
**To:** Colabruglio, Vince (V.E.)  
**Cc:** Fike, Barbara (B.G.)  
**Subject:** RE: Clean date for interim fdm

6/6/01 is the correct date we started filling orders. Any dealer order prior to 6/6/01 was held until 6/6/01. The replaced part (YS4Z-9H307-EB) we also continued to sell until it was obsoleted on 12/18/01 (WERs had a "USE" disposition).

-----Original Message-----

**From:** Colabruglio, Vince (V.E.)  
**Sent:** Wednesday, September 04, 2002 12:49 PM  
**To:** Kaercher, Don (D.F.)  
**Subject:** FW: Clean date for interim fdm

Based on MMP information, dealers could order this pump as of 6/6/01. I assume the first order appeared on this date? Would that information even be available?? What should the response be to Barb Fike - June 6??

-----Original Message-----

From: Fike, Barbara (B.G.)  
Sent: Tuesday, September 03, 2002 9:50 AM  
To: Colatruccio, Vince (V.E.)  
Subject: FW: Clean date for Interim fdm

Vince, for follow up for the NHTSA investigation, please confirm the FIRST DATE the dealers actually ordered the Interim FDM. I know it was available on June 6, 2001, but I need to confirm when the part was ordered by the dealers. Thanks.

**Barb Fike**

Chassis Engineering Supervisor - Wayne PVT

phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

From: Morrison, Ryan (J.R.)  
Sent: Monday, August 26, 2002 9:16 AM  
To: Fike, Barbara (B.G.)  
Cc: Colatruccio, Vince (V.E.)  
Subject: RE: Clean date for Interim fdm

I show that the 1M5Z-9H307-AA Parts were available to order from the parts depots on 6/6/01, we have no control over dealer inventory.

*J Ryan Morrison*

Product Concern Engineer (Focus/Escort)  
FCSD-Customer Service Engineering  
PVT & New Model Launch  
JMORRI40@Ford.Com  
(313) 208-4534

-----Original Message-----

From: Fike, Barbara (B.G.)  
Sent: Friday, August 23, 2002 4:33 PM  
To: Morrison, Ryan (J.R.)  
Subject: FW: Clean date for Interim fdm

Can you please answer this question? Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering

phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

From: Fike, Barbara (B.G.)

Sent: Friday, August 23, 2002 4:33 PM  
To: Colatruccio, Vince (V.E.)  
Subject: Clean date for interim fdm

Hi Vince,

Can you please provide me the clean date for when we got the fdm Interim fix (larger micron filter) into service? We had parts in Wayne on 6/13/01, and I know there were some issues with dealers purging their inventory.

Thanks.

*Bob Fike*

Supervisor, Wayne PVT - Chassis Engineering

phone: 734-46-70213

fax: 734-46-70489

text pager: 313-851-0780 (BFIKE)

email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

---

**From:** Kaercher, Don (D.F.)  
**Sent:** Monday, September 09, 2002 7:45 AM  
**To:** Colatruglio, Vince (V.E.)  
**Cc:** Fike, Barbara (B.G.)  
**Subject:** RE: Clean date for interim fdm

6/6/01 is the correct date we started filling orders. Any dealer order prior to 6/6/01 was held until 6/6/01. The replaced part (Y54Z-9H307-EB) we also continued to sell until it was obsoleted on 12/18/01 (WERS had a "USE" disposition).

-----Original Message-----

**From:** Colatruglio, Vince (V.E.)  
**Sent:** Wednesday, September 04, 2002 12:49 PM  
**To:** Kaercher, Don (D.F.)  
**Subject:** FW: Clean date for interim fdm

Based on MMP information, dealers could order this pump as of 6/8/01. I assume the first order appeared on this date? Would that information even be available?? What should the response be to Barb Fike - June 5??

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Tuesday, September 03, 2002 9:50 AM  
**To:** Colatruglio, Vince (V.E.)  
**Subject:** FW: Clean date for interim fdm

Vince, for follow up for the NHTSA investigation, please confirm the **FIRST DATE** the dealers actually ordered the Interim FDM. I know it was available on June 6, 2001, but I need to confirm when the part was ordered by the dealers. Thanks.

## Barb Fike

Chassis Engineering Supervisor - Wayne PVT

phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

**From:** Morrison, Ryan (J.R.)  
**Sent:** Monday, August 26, 2002 9:16 AM  
**To:** Fike, Barbara (B.G.)  
**Cc:** Colatruglio, Vince (V.E.)  
**Subject:** RE: Clean date for interim fdm

I show that the 1M5Z-9H307-AA Parts were available to order from the parts depots on 6/8/01, we have no control over dealer inventory.

*J Ryan Morrison*

Product Concern Engineer (Focus/Escort)  
FCSD-Customer Service Engineering  
PVT & New Model Launch  
JMORR140@Ford.Com  
(313) 206-4594

-----Original Message-----

From: Fike, Barbara (B.G.)  
Sent: Friday, August 23, 2002 4:33 PM  
To: Morrison, Ryan (J.R.)  
Subject: FW: Clean date for interim fdm

Can you please answer this question? Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

From: Fike, Barbara (B.G.)  
Sent: Friday, August 23, 2002 4:33 PM  
To: Colabruglio, Vince (V.E.)  
Subject: Clean date for interim fdm

Hi Vince,

Can you please provide me the clean date for when we got the fdm interim fix (larger micron filter) into service? We had parts in Wayne on 6/13/01, and I know there were some issues with dealers purging their inventory.

Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

---

**From:** Cabrilas, Pedro (P.)  
**Sent:** Tuesday, September 10, 2002 2:42 PM  
**To:** Fike, Barbara (B.G.); Ruiz, Nestor (N.)  
**Cc:** Lecanda, Alberto (A.E.); Patch, Tom (T.W.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

We started using this level @ HSAP on June 13 2001 According to part control people.

Thanks.

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Friday, September 06, 2002 7:04 AM  
**To:** Ruiz, Nestor (N.)  
**Cc:** Cabrilas, Pedro (P.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

I believe it was 1M51-9K007-AE FUEL TANK ASSEMBLY, which was brought in last summer. Thanks.

**Barb Fike**

Chassis Engineering Supervisor - Wayne PVT

phone: 734-46-70213

fax: 734-46-70489

text pager: 313-851-0780 (BFIKE)

email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

**From:** Ruiz, Nestor (N.)  
**Sent:** Friday, September 06, 2002 8:59 AM  
**To:** Fike, Barbara (B.G.)  
**Cc:** Cabrilas, Pedro (P.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

Is there a part number that we can look for, a specific level or suffix ? ??.

**Nestor Ruiz**

Chassis Supervisor

HSAP PVT

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Friday, September 06, 2002 5:50 AM  
**To:** Ruiz, Nestor (N.); Cervantes, Eduardo (E.I.)  
**Subject:** interim fuel delivery module introduction at HSAP

Nestor,

I hope all is well for you. I have a question that I think you can answer. For the fuel delivery module, Wayne went to the "interim" level (larger micron filter) on June 13, 2001. What date did this enter production at HSAP?

Thanks for your help!

**Barb Fike**

**Chassis Engineering Supervisor - Wayne PVT**

**phone: 734-46-70213**

**fax: 734-46-70489**

**text pager: 313-851-0780 (BFIKE)**

**email to: [bfike@ford.com](mailto:bfike@ford.com) <mailto:bfike@ford.com>**

---

**From:** Cabrilas, Pedro (P.)  
**Sent:** Thursday, September 12, 2002 10:39 AM  
**To:** Fike, Barbara (B.G.)  
**Cc:** Ruiz, Nestor (N.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

Sorry,  
it was on May 30 2002, (as part number 2M51 1K007 CB)

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Thursday, September 12, 2002 4:27 AM  
**To:** Cabrilas, Pedro (P.)  
**Cc:** Ruiz, Nestor (N.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

Can you please verify the date, May 30, 2001? We didn't have the "external filter (sock style)" fdm available until Dec 2001. I would have thought your date would be close to the Wayne date.

Thanks.

### Barb Fike

Chassis Engineering Supervisor - Wayne PVT  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

**From:** Cabrilas, Pedro (P.)  
**Sent:** Wednesday, September 11, 2002 6:17 PM  
**To:** Fike, Barbara (B.G.)  
**Cc:** Ruiz, Nestor (N.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

This part number got into production on May 30 2001. After this one we got the 2003 MY (3S41 9K007 BB)

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Wednesday, September 11, 2002 2:05 PM  
**To:** Cabrilas, Pedro (P.)  
**Subject:** FW: interim fuel delivery module introduction at HSAP

The part number for the NA sock style tank is Fuel Tank P/N 2M51-9K007-CB. Thanks.

### Barb Fike

Chassis Engineering Supervisor - Wayne PVT  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>



-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Wednesday, September 11, 2002 4:23 PM  
**To:** Cabrillas, Pedro (P.); Ruiz, Nestor (N.)  
**Cc:** Lecanda, Alberto (A.E.); Pritch, Tom (T.W.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

How about the newest level (sock style) that Wayne started using in Dec 2001. What date did HSAP get this level into production?

**Barb Fike**

Chassis Engineering Supervisor - Wayne PVT  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

**From:** Cabrillas, Pedro (P.)  
**Sent:** Tuesday, September 10, 2002 2:42 PM  
**To:** Fike, Barbara (B.G.); Ruiz, Nestor (N.)  
**Cc:** Lecanda, Alberto (A.E.); Pritch, Tom (T.W.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

We started using this level @ HSAP on June 13 2001 According to part control people.

Thanks.

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Friday, September 06, 2002 7:04 AM  
**To:** Ruiz, Nestor (N.)  
**Cc:** Cabrillas, Pedro (P.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

I believe it was 1M51-9K007-AE FUEL TANK ASSEMBLY, which was brought in last summer. Thanks.

**Barb Fike**

Chassis Engineering Supervisor-- Wayne PVT  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

**From:** Ruiz, Nestor (N.)  
**Sent:** Friday, September 06, 2002 8:59 AM  
**To:** Fike, Barbara (B.G.)  
**Cc:** Cabrillas, Pedro (P.)  
**Subject:** RE: interim fuel delivery module introduction at HSAP

Is there a part number that we can look for, a specific level or suffix ?. ??.

**Nestor Ruiz**  
Chassis Supervisor

**HSAP PVT**

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Friday, September 06, 2002 5:50 AM  
**To:** Ruiz, Nestor (N.); Cervantes, Eduardo (E.J.)  
**Subject:** Interim fuel delivery module introduction at HSAP

Nestor,

I hope all is well for you. I have a question that I think you can answer. For the fuel delivery module, Wayne went to the "Interim" level (larger micron filter) on June 13, 2001. What date did this enter production at HSAP?

Thanks for your help!

**Barb Fike**

**Chassis Engineering Supervisor - Wayne PVT**

**phone: 734-46-70213**

**fax: 734-46-70489**

**text pager: 313-851-0780 (BFIKE)**

**email to: [bfike@ford.com](mailto:bfike@ford.com) <mailto:bfike@ford.com>**

**From:** Colatruccio, Vince (V.E.)  
**Sent:** Monday, August 28, 2002 2:44 PM  
**To:** Fike, Barbara (B.G.)  
**Co:** Morrison, Ryan (J.R.)  
**Subject:** RE: Clean data for interim form

Based on what I can recall of this issue, we stop selling them, we did not issue a notice to purge/scrap parts (not sure WER's indicated to purge/scrap).  
I also recall some dealers had several in stock which they used when perhaps they should not have.

Vince  
FCSD Rep.- Wayne Assembly PVT  
734-467-0489  
vcolatru@ford.com

—Original Message—

**From:** Fike, Barbara (B.G.)  
**Sent:** Monday, August 26, 2002 10:14 AM  
**To:** Morrison, Ryan (J.R.)  
**Cc:** Colatruccio, Vince (V.E.)  
**Subject:** RE: Clean data for interim form

Thanks, but did a message go out to PURGE/SCRAP the old parts? Is there a way you can tell that?

Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

—Original Message—

**From:** Morrison, Ryan (J.R.)  
**Sent:** Monday, August 26, 2002 9:16 AM  
**To:** Fike, Barbara (B.G.)  
**Cc:** Colatruccio, Vince (V.E.)  
**Subject:** RE: Clean data for interim form

I show that the 1M5Z-9H307-AA Parts were available to order from the parts depots on 8/8/01, we have no control over dealer inventory.

*J Ryan Morrison*

Product Concern Engineer (Focus/Escort)  
FCSD-Customer Service Engineering  
PVT & New Model Launch  
[JMORR140@Ford.Com](mailto:JMORR140@Ford.Com)  
(313) 206-4634

—Original Message—

**From:** Fike, Barbara (B.G.)  
**Sent:** Friday, August 23, 2002 4:33 PM  
**To:** Morrison, Ryan (J.R.)  
**Subject:** FW: Clean data for interim form

Can you please answer this question? Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

From: Fike, Barbara (B.G.)  
Sent: Friday, August 23, 2002 4:33 PM  
To: Calstruglo, Vince (V.E.)  
Subject: Clean date for interim fdm

Hi Vince,

Can you please provide me the clean date for when we got the fdm Interim fix (larger micron filter) into service? We had parts in Wayne on 6/13/01, and I know there were some issues with dealers purging their inventory.

Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

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**From:** Morrison, Ryan (J.R.)  
**Sent:** Monday, August 26, 2002 9:18 AM  
**To:** Fike, Barbara (B.G.)  
**Cc:** Colatruccio, Vince (V.E.)  
**Subject:** RE: Clean date for interim fdm

I show that the 1M5Z-9H307-AA Parts were available to order from the parts depots on 6/6/01, we have no control over dealer inventory.

*J Ryan Morrison*

Product Concern Engineer (Focus/Escort)  
FCSD-Customer Service Engineering  
PVT & New Model Launch  
JMORR140@Ford.Com  
(313) 208-4534

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Friday, August 23, 2002 4:33 PM  
**To:** Morrison, Ryan (J.R.)  
**Subject:** FW: Clean date for interim fdm

Can you please answer this question? Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Friday, August 23, 2002 4:33 PM  
**To:** Colatruccio, Vince (V.E.)  
**Subject:** Clean date for interim fdm

Hi Vince,

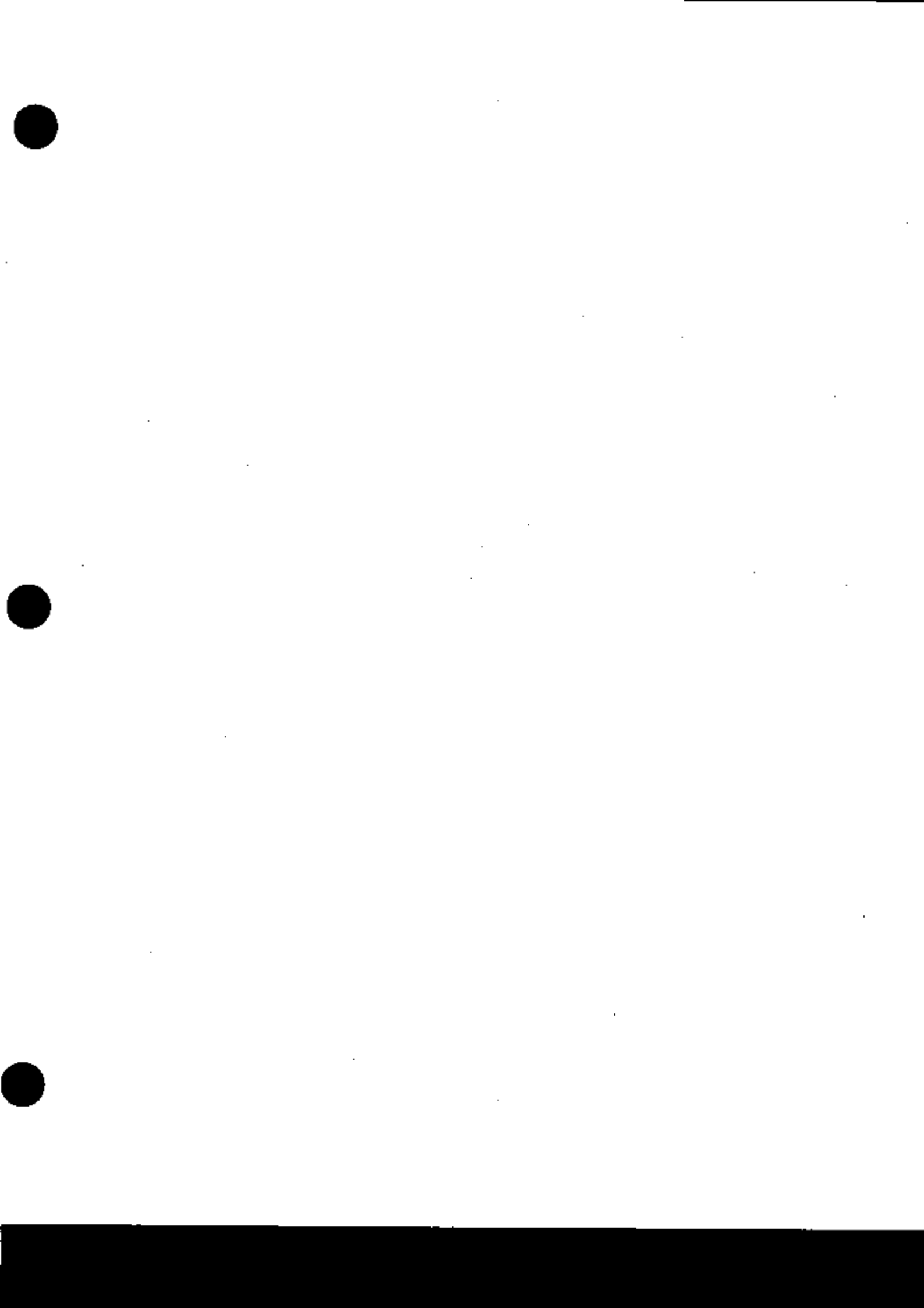
Can you please provide me the clean date for when we got the fdm Interim fix (larger micron filter) into service? We had parts in Wayne on 6/13/01, and I know there were some issues with dealers purging their inventory.

Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)

email to: [bfike@ford.com <mailto:bfike@ford.com>](mailto:bfike@ford.com)



**From:** Purvis, Bruce (B.D.) [bpurvis@visteon.com]  
**Sent:** Monday, August 05, 2002 2:38 PM  
**To:** Fike, Barbara (B.G.)  
**Subject:** RE: fdm part numbers

Barb,

Here are the FMD part numbers:

**Original:** 98AP-9H307-BG  
**Modified float road:** 98AP-9H307-EA  
**Modified filter strategy:** 1M5U-9H307-AA  
**NA style:** 2M5U-9H307-AA  
**Gen 8 Pump ('03 Job#1):** 3S4U-9H307-BA

> Bruce Purvis  
> Customer Engineering Manager  
> Visteon Corporation  
> On-Site @ Wayne Assembly Plant - PVT Office  
> Phone: (734) 467-0977, Mobile (734) 849-8798  
> E-Mail: bpurvis@visteon.com

-----Original Message-----

**From:** Fike, Barbara (B.G.) [mailto:bfike@ford.com]  
**Sent:** Friday, August 02, 2002 9:38 AM  
**To:** 'bpurvis@visteon.com'  
**Subject:** fdm part numbers

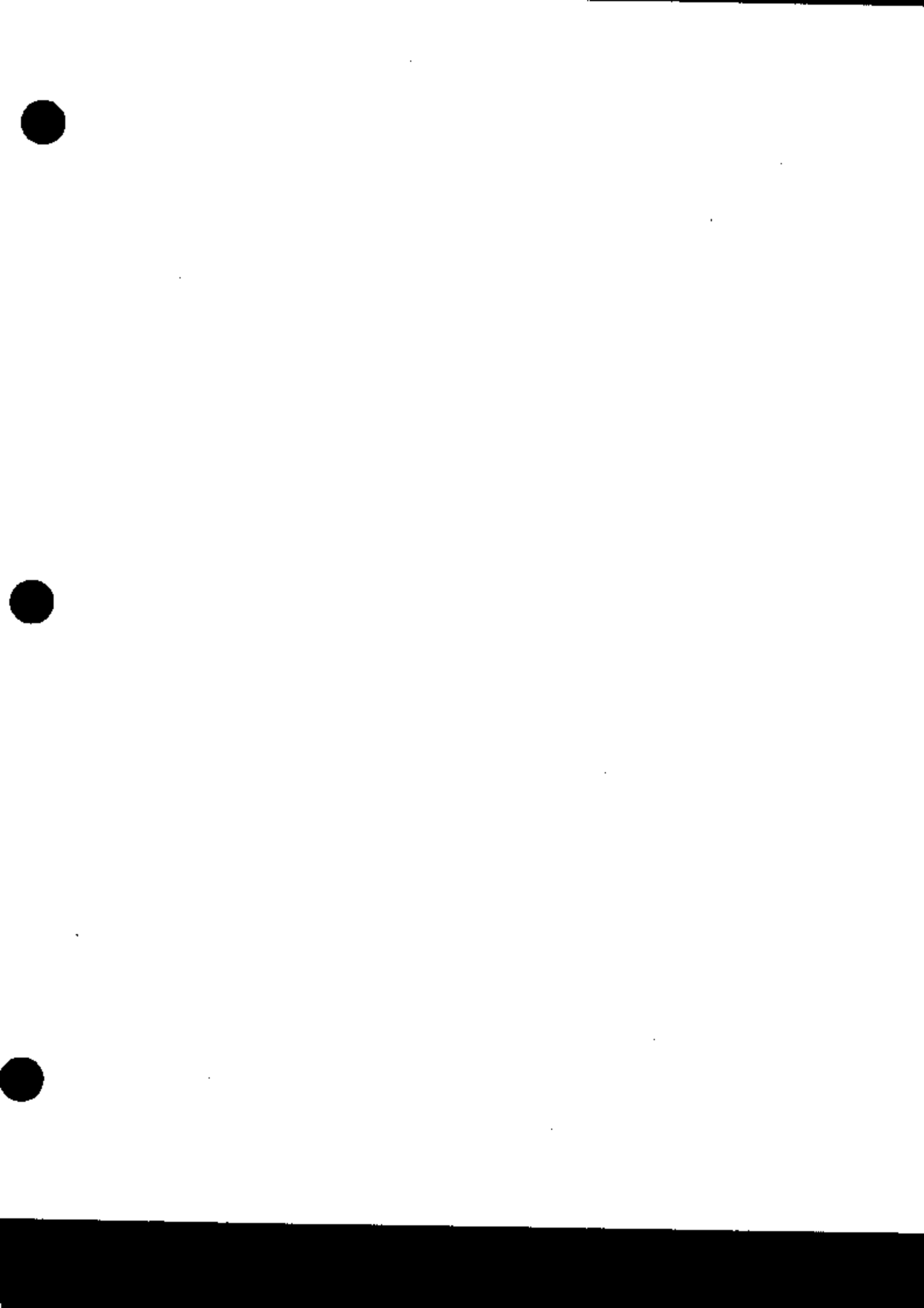
Hi Bruce,

Can you please supply me with the 3 different FDM part numbers that we have had? The original, the interim (increase micron filter and internal filter) and the new sock style?

Thanks.

Barb Fike  
Supervisor, Wayne PVT - Chassis Engineering  
phone: 734-46-70213  
fax: 734-46-70489  
text pager: 313-851-0780 (BFIKE)  
email to: bfike@ford.com <mailto:bfike@ford.com>





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**From:** Williams, Michael (M.T.)  
**Sent:** Wednesday, July 31, 2002 7:50 AM  
**To:** Mardell, Mitch (M.P.)  
**Cc:** Williams, Hugh (L.H.); Patel, Praful (P.J.); Fike, Barbara (B.G.)  
**Subject:** RE: CCRG Review

Base design issue - Clogged fuel filters as a result of being located at the bottom of the sending unit. This results in a stalling condition as outlined by NHTSA in the inquiry for 2000-01 Focus units which were built before any TSB actions taken by the PVT/NA Program.

Late in the 2001 model year (end of June 01) a change to the FDM was made to increase the bottom filter micron size and increased the size of the internal filter as an interim action before the final design change to the NA sock style filter (side mounted) in December 2001 (2002 MY). The PVT issued a TSB in July of 2001 (model year end) which informed the dealers of the interim action to the FDM described above to address stalls/hesitations as a result of clogged filters. A second TSB was issued to supplement the first which reminded the dealers to flush the gas tank (per procedure) when replacing the old FDM with the new.

In summary, the NHTSA inquiry is focusing on the 2000-01 MY units with the original (base design) FDM which is prior to any actions taken by NA.

-----Original Message-----

**From:** Mardell, Mitch (M.P.)  
**Sent:** Wednesday, July 31, 2002 7:14 AM  
**To:** Williams, Michael (M.T.)  
**Cc:** Patel, Praful (P.J.); Fike, Barbara (B.G.); Williams, Hugh (L.H.)  
**Subject:** RE: CCRG Review

Mike,

Sorry for confusion. As I see it the chronology (in reverse order) was as follows:-

- o NHTSA raised an inquiry after seeing a TSB on the FDM raised by someone at WASP.
- o The TSB was raised by someone at WASP to resolve a problem in service.
- o Pressure reports from vehicles in service were received/ reviewed and TSB was agreed as best route forward.

My question is/ has been now for 8 weeks:- 'What was the initial problem that resulted in the need for the TSB?' If this was a EPD engineering issue then of course EPD will write the IAD. Please advise ...

Regards  
Mitch Mardell  
Critical Concern Manager  
European Product Development  
Phone: 738 5958  
Fax: 738 5618

-----Original Message-----

**From:** Williams, Michael (M.T.)  
**Sent:** 30 July 2002 15:11  
**To:** Mardell, Mitch (M.P.); Fike, Barbara (B.G.); Williams, Hugh (L.H.)  
**Cc:** Patel, Praful (P.J.)  
**Subject:** RE: CCRG Review

Mitch,

We seem to be stuck on the issue of the TSB and I'm not sure why. The FDM design responsibility belongs to

EU and we need them to take the lead on developing a 14D. The TSB is not the basis for the inquiry/failures, the 2000 MY (original) Focus FDM function/design is. My recommendation is that we (very quickly) assign this to the EU engineer most familiar with the design.

—Original Message—

From: Mandell, Mitch (M.P.)  
Sent: Tuesday, July 30, 2002 8:59 AM  
To: Fike, Barbara (B.G.); Williams, Hugh (L.H.)  
Cc: Williams, Michael (M.T.); Patel, Praful (P.J.)  
Subject: RE: CCRG Review

Barb/Hugh,

Do we know who initiated the design change for the FDM that led to the TSB?

Regards

Mitch Mandell

Critical Concern Manager

European Product Development

Phone: 738 5958

Fax: 738 5618

—Original Message—

From: Fike, Barbara (B.G.)  
Sent: 29 July 2002 17:33  
To: Mandell, Mitch (M.P.); Patel, Praful (P.J.)  
Cc: Williams, Michael (M.T.); Williams, Hugh (L.H.)  
Subject: RE: CCRG Review

Mitch, yes, the TSB was issued due to the design change for the FDM ( to make sure the dealers new about the new level).

Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering

phone: 734-46-70213

fax: 734-46-70489

text pager: 313-851-0780 (BFIKE)

email to: [bfike@ford.com](mailto:bfike@ford.com) <mailto:bfike@ford.com>

—Original Message—

From: Mandell, Mitch (M.P.)  
Sent: Monday, July 29, 2002 8:51 AM  
To: Patel, Praful (P.J.)  
Cc: Williams, Michael (M.T.); Williams, Hugh (L.H.); Fike, Barbara (B.G.)  
Subject: RE: CCRG Review

Praful,

European Fuel Systems Manager (Hugh Williams) has no knowledge of the issue nor the reason for the TSB. Barb Fike is investigating the reason for issuing the TSB (see attached e-mail).

« Message: RE: FDM Issue »

Regards

Mitch Mandell

Critical Concern Manager

European Product Development

Phone: 738 5958

Fax: 738 5618

-----Original Message-----

From: Patel, Praful (P.J.)  
Sent: 29 July 2002 13:45  
To: Mandell, Mitch (M.P.); Williams, Michael (M.T.)  
Subject: RE: CCRG Review

should we discuss FDM? I believe FDM 14 D should be authored by Europe > please advice.

-----Original Message-----

From: Mandell, Mitch (M.P.)  
Sent: Monday, July 29, 2002 7:50 AM  
To: Ostrowski, Ed (E.J.); Patel, Praful (P.J.)  
Cc: Ramey, Tonya (T.L.); King, Michelle (M.); Souchock, Peter (P.D.); Partch, Tom (T.W.)  
Subject: RE: CCRG Review

Ed,

I've asked Pete Souchock to provide an update on the NHTSA inquiries in our usual Friday slot (although I'm on vacation that day). Proposed Agenda:-

- o NHTSA Inquiries - Pete Souchock or rep.
- o Focus Seat Belt Buckle Concern (Autoliv) - Tom Partch
- o Focus Spring Failure - Tom Partch to provide summary of meeting currently scheduled for tomorrow ( July 30th)

Regards

Mitch Mandell

Critical Concern Manager

European Product Development

Phone: 738 5958

Fax: 738 5618

-----Original Message-----

From: Ostrowski, Ed (E.J.)  
Sent: 29 July 2002 12:35  
To: Mandell, Mitch (M.P.); Patel, Praful (P.J.)  
Cc: Ramey, Tonya (T.L.)  
Subject: CCRG Review

I'd like an update on the CCRG items, in particular the NHTSA PI's. I hear Mitch is not available this Friday -- one way or another I'd like the update this week. Thanks.

Ed Ostrowski

Vehicle Programs Director - NAC Youth Vehicles

phone: 24-89962 fax: 313-594-9838

Admin: Tonya Ramey-32-31674 (tramey1)

**From:** Williams, Michael (M.T.)  
**Sent:** Monday, July 29, 2002 1:09 PM  
**To:** Fike, Barbara (B.G.); Mandell, Mitch (M.P.); Patel, Praful (P.J.)  
**Cc:** Williams, Hugh (L.H.)  
**Subject:** RE: CCRG Review

Mitch,

The issue is we need EU to lead in developing the 14D for the FDM as they are lead engineering.

-----Original Message-----

**From:** Fike, Barbara (B.G.)  
**Sent:** Monday, July 29, 2002 12:33 PM  
**To:** Mandell, Mitch (M.P.); Patel, Praful (P.J.)  
**Cc:** Williams, Michael (M.T.); Williams, Hugh (L.H.)  
**Subject:** RE: CCRG Review

Mitch, yes, the TSB was issued due to the design change for the FDM ( to make sure the dealers new about the new level).

Thanks.

*Barb Fike*

Supervisor, Wayne PVT - Chassis Engineering

phone: 734-46-70213

fax: 734-46-70489

text pager: 313-851-0780 (BFIKE)

email to: [bfike@ford.com](mailto:bfike@ford.com) <<mailto:bfike@ford.com>>

-----Original Message-----

**From:** Mandell, Mitch (M.P.)  
**Sent:** Monday, July 29, 2002 8:51 AM  
**To:** Patel, Praful (P.J.)  
**Cc:** Williams, Michael (M.T.); Williams, Hugh (L.H.); Fike, Barbara (B.G.)  
**Subject:** RE: CCRG Review

Praful,

European Fuel Systems Manager (Hugh Williams) has no knowledge of the issue nor the reason for the TSB. Barb Fike is investigating the reason for issuing the TSB (see attached e-mail).

<< Message: RE: FDM Issue >>

Regards

Mitch Mandell

Critical Concern Manager

European Product Development

Phone: 738 5958

Fax: 738 5618

-----Original Message-----

**From:** Patel, Praful (P.J.)  
**Sent:** 29 July 2002 13:45  
**To:** Mandell, Mitch (M.P.); Williams, Michael (M.T.)  
**Subject:** RE: CCRG Review

should we discuss FDM? I believe FDM 14 D should be authored by Europe > please advice.

-----Original Message-----

**From:** Mardell, Mitch (M.P.)  
**Sent:** Monday, July 29, 2002 7:50 AM  
**To:** Ostrowski, Ed (E.J.); Patel, Praful (P.J.)  
**Cc:** Ramey, Tonya (T.L.); King, Michelle (M.); Souchock, Peter (P.D.); Partch, Tom (T.W.)  
**Subject:** RE: CCRG Review

Ed,

I've asked Pete Souchock to provide an update on the NHTSA inquiries in our usual Friday slot (although I'm on vacation that day). Proposed Agenda:-

- o NHTSA Inquiries - Pete Souchock or rep.
- o Focus Seat Belt Buckle Concern (Autoliv) - Tom Partch
- o Focus Spring Failure - Tom Partch to provide summary of meeting currently scheduled for tomorrow (July 30th)

Regards

Mitch Mardell

Critical Concern Manager

European Product Development

Phone: 738 5958

Fax: 738 5618

-----Original Message-----

**From:** Ostrowski, Ed (E.J.)  
**Sent:** 29 July 2002 12:35  
**To:** Mardell, Mitch (M.P.); Patel, Praful (P.J.)  
**Cc:** Ramey, Tonya (T.L.)  
**Subject:** CCRG Review

I'd like an update on the CCRG items, in particular the NHTSA PI's. I hear Mitch is not available this Friday -- one way or another I'd like the update this week. Thanks.

Ed Ostrowski

Vehicle Programs Director -- NAC Youth Vehicles

phone: 24-89982 fax: 313-594-9838

Admin: Tonya Ramey-32-31874 (tramey1)