

EA02-027

FORD 8/5/03

LETTER TO ODI

APPENDIX A

5 BOXES

BOX 3 OF 5

PART 4 OF 4

Hopkins, Justin (J.W.)

From: [REDACTED]
Sent: Saturday, July 27, 2002 1:35 PM
To: [REDACTED]
Subject: FW: QMI 636 MSDS
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Jon,
I received the e-file of Loctite QMI 636 MSDS that we use as the attachment. Ms. Uy may want to have a copy of this file. Would you please, forward a copy of it? I do NOT have her address.
Thanks.
Kyong

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

From: [REDACTED]
Sent: Friday, July 26, 2002 4:38 PM
To: Park, Kyong
Subject: QMI 536 MSDS

Mr. Park,

Attached find the latest revision of our MSDS for QMI 536.

Best Regards,

Melanie Donovan
Quality Assurance Administrator
Henkel Loctite
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 22, 2002 3:10 PM
To: Hangas, Jon (.)
Cc: mfreela1@ford.com; Davies, Brady
Subject: RE: die attach



Loctite Spec Die
Attach.PDF



Loctite TGA.PDF

Jon,

Ya !

I gave the Loctite QMI536 specification sheet to Mark but I also attached here for you.

We have sent out to TGA/DSC and I got the result, but I have not got the result for the element analysis yet.

Loctite specification sheet says that it will produce HF as combustion gas and hazardous gas.

It implies that it will produce above 300 degree C - but it did not mention the exact temperature.

Kyong

<<Loctite Spec Die Attach.PDF>> <<Loctite TGA.PDF>>

> -----Original Message-----

> From: Hangas, Jon (.) [SMTP:[REDACTED]]
> Sent: Wednesday, May 22, 2002 11:43 AM
> To: 'kparke@kavlico.com'
> Cc: Carter, Roscoe (R.O.); Flanigan, Cynthia (C.M.); Freeland, Mark (M.)
> Subject: die attach

> Kyong,

> The adhesive spent the weekend on my desk. It was not until Roc read the label Monday that we put it in storage at -40C.

> The syringe the adhesive was in had a solid or semi-solid lump in it when it was first attempted to use it.

> An attempt was made by Roc Carter and Cynthia Flanigan to bond two metal plates together to get a pull strength. The bond failed at the metal surface with no strength. The adhesive extruded on the plates may have been of improper composition due to improper storage. The material in the syringe is now solidified.

> If we do this again it may be necessary to ship the adhesive under dry ice. We now know to store it in a cooler immediately upon receipt.

> Roc finds it interesting that NOx and HF are given off by the die attach adhesive when it degrades at high temperature.

From: Ezban, Al (:)
Sent: Friday, December 07, 2001 4:46 PM
To: Mangrulkar, Ramash (R.M.)
Cc: Marianos, Tom (T.E.); Schiott, Michael (M.D.); Fournelle, Gilbert (G.)
Subject: WP#1723 - 2001MY 3.0L U204 Service Fix

Ramash,
Please find this approved white paper faxed to x84370 (3 pages). Thanks

Gilbert,
Please send me the emissions and fuel economy data for my records (electronic or hard copy). Thanks



From: Ezban, Al (.)
Sent: Monday, August 06, 2002 2:05 PM
To: Marignos, Tom (T.E.); Hendricks, Kerry (K.D.)
Cc: Jordan, LeBron (L.); Planczk, Michele (M.M.); Peters, Robin (R.S.); Schlott, Michael (M.D.); Berger, Eric (E.)
Subject: WP#1891 01/02MY 3.0L U204 stall robustness Service Fix

Tom, please find this approved WP faxed to x84370 (3 pages). I wrote the new/old catchwords onto the original, as per the concern C11390580.

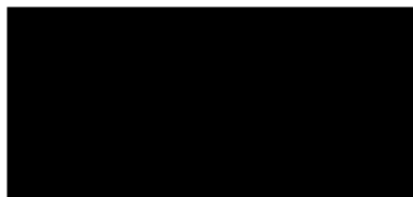
Kerry, this has been faxed to x82710.



From: Ezban, Al (.)
Sent: Tuesday, September 03, 2002 3:05 PM
To: Marianos, Tom (T.E.); Hendricks, Kerry (K.D.)
Cc: Jordan, LeBron (L.); Piaczk, Michele (M.M.); Peters, Robin (R.S.); Schlott, Michael (M.D.); Berger, Eric (E.)
Subject: WP#1921 - 01/02MY 3.0L U204 KAM reset service fix

Tom, please find this approved WP faxed to x84370 (3 pages). I wrote the old and new catchwords onto the original WP per WERS.

Kerry, this has been faxed to x82710.



From: Ezban, Al (.)
Sent: Monday, November 19, 2001 1:10 PM
To: Diegel, Harold (H.L.); Doherty, Charlie (C.); Douglass, Jim (J.B.); Helser, Glen (G.A.); Williams, Cynthia (R.)
Cc: Brown, Robert (R.D.); Schlott, Michael (M.D.)
Subject: 11/19/01 Car Review Meeting Summary

If you have any questions, or would like to see the white paper submitted at these meetings, please see me. Thanks

2001/2002MY 3.0L A/T U204 Running Change and Service Fix

Description: Customers have complained about a stall issue during closed throttle decel above 10 mph. Throttle bodies have been found in the field which flow less air than specified at current spec.

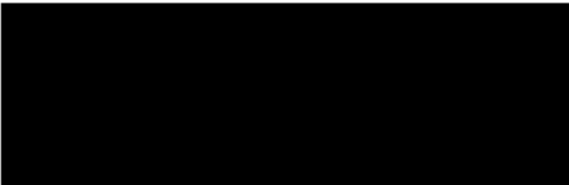
Ng: 03.14.01-1722/1723

Ref. Concern: C11299149

Change: Calibration change enhances robustness in case of faulty ISC valves and incorrect throttle body settings. Calibration fix will allow closed loop MAF feedback if the MAF sensor detects insufficient flow during closed throttle decel at any speed, not just below the current 10 mph.

Emissions: Emissions and fuel economy impact was determined in back-to-back testing. FE data will soon be available but should be negligible, and 60K FTP emissions data shows a small increase in CO and NOx, to a level that is still lower than the objective.

Prepared by: G. Fournelle



From: Ezban, Al (.)
Sent: Monday, July 15, 2002 3:54 PM
To: Diegel, Harold (H.L.); Douglass, Jim (J.B.); Helzer, Glen (G.A.); Williams, Cynthia (R.)
Cc: Brown, Robert (R.D.); Schott, Michael (M.D.)
Subject: 07/15/02 Cert Review Meeting Summary

If you have any questions, or would like to see the white paper submitted at these meetings, please see me.

2001/2002/2003MY U204 Running Change and Service Fix

Description: Customer complaints of phantom stalls during closed throttle decel at 40-30 mph. The vehicle will have no codes and will restart immediately, and the problem is very hard for the dealer to duplicate. Numerous changes being made including: revising idle speed control for the IAC valve, revising decel spark advance, revising dashpot, revising purge calibration, and revising the OBDII purge monitor test to abort in the first 7 seconds in phase 0

No: 03.04-01-1881

Ref. Concern: C11390580

Change: Calibration changes will be made.

Emissions: Back-to-back tailpipe emissions testing shows a decrease in NOx and an increase in NMHC and CO. Fuel economy impact of -0.4 mpg expected. Tailpipe emissions will still meet standards with DF's applied.

Presented by: Gilbert Fournelle

2003MY 2.0L Zetsu U204 M/T and C170 A/T & M/T Hardware Change

Description: Customer may experience coolant leak with the current PCV system. Leak is caused by an interference condition discovered between the PCV steel tube and the water outlet. The proposal is to revert to the carryover PCV system. The carryover hardware will be used for the first 180 days of 2003 production and then will be replaced by new OBD hardware.

No: 03.04-01-1884

Ref. Concern: C11378462

Change: Hardware changes will be made.

Emissions: No impact to tailpipe emissions and fuel economy. Tailpipe emissions will still meet standards with DF's applied.

Presented by: David Young

2003MY U162 4.0L/4.6L Running Change

Description: Codes may be set erroneously at SLAP/LAP EOL and the dealership during KOEO testing (P0141 - 02 heater bank 1, P01B1 - 02 heater bank 2) at the rate of 5 vehicles/thousand. This is transparent to the customer.

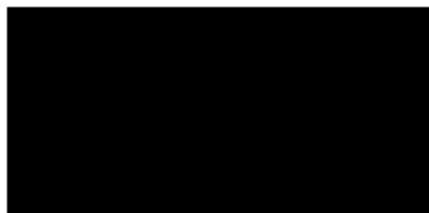
No: 03.04-01-1889

Ref. Concern: C11380144

Change: Strategy changes will be made.

Emissions: No impact to tailpipe emissions and fuel economy. Tailpipe emissions will still meet standards with DF's applied.

Presented by: Kevin Currier



From: Ezban, Al (.)
Sent: Monday, August 19, 2002 1:28 PM
To: Diegel, Harold (H.L.); Douglass, Jim (J.B.); Heiser, Glen (G.A.); Williams, Cynthia (R.)
Cc: Brown, Robert (R.D.); Schlott, Michael (M.D.); Oputa, Emeka (EO.)
Subject: 08/19/02 Cert Review Meeting Summary

If you have any questions, or would like to see the white paper submitted at these meetings, please see me.

2003MY 3.0L Gas Ranger/Mazda Quicker Service Fix and Running Change

Description: Customer complaints of engine stall on deceleration. Also, engine RPM dips may occur due to low speed A/C activation or due to entry into idle speed control. These occur only during hot ambient, rough road, slow decels while purge is increasing and desired idle RPM is at the base desired RPM drive conditions. Excessive purge vapors introduced during slow deceleration maneuvers cause the engine RPM to fall below base idle RPM.

No: 03.04-01-1916

Ref. Concern: C11401846

Change: Calibration and strategy changes will be made.

Emissions: Back-to-back TP emissions testing show no impact. No impact on TP emissions or fuel economy expected. TP emissions will still meet standards with DF's applied.

Presented by: B. King

01/02/03MY 3.0L Escape Running Change and Service Fix

Description: Software defect in PCM occurs when the EEC module randomly initializes a KAM value from -1.00 to 1.00. Upon KAM reset the engine may stall, run normally, or run up to 4000 RPM for 30 seconds depending on the random KAM value that was initialized.

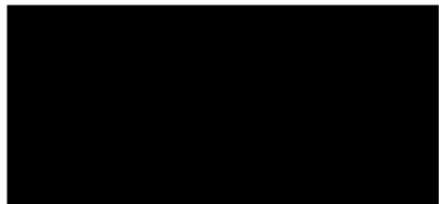
No: 03.04-01-1920/21

Ref. Concern: C11402381

Change: Calibration changes will be made.

Emissions: No impact on TP emissions or fuel economy expected. TP emissions will still meet standards with DF's applied.

Presented by: G. Fournelle



From: Douglass, Jim (J.B.)
Sent: Monday, January 14, 2002 4:55 PM
To: Brown, Robert (R.D.)
Subject: FW: Kavlico TM dPFE Sensor Meeting Agenda 1/15/02

Meeting notice FYI

—Original Message—

From: Panaretos, Christine (C.M.)
Sent: Monday, January 14, 2002 3:37 PM
To: Douglass, Jim (J.B.); Brown, Robert (R.D.)
Subject: FW: Kavlico TM dPFE Sensor Meeting Agenda 1/15/02

Chris Panaretos
Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"

—Original Message—

From: Panaretos, Christine (C.M.)
Sent: Monday, January 14, 2002 11:40 AM
To: Koszewnik, John (J.J.); Fsadni, Frank (F.); Akins, Mary (M.); Albrecht, Guenter (G.K.); Alias, Sheran (S.A.); Arnold, Kenneth (K.M.); Aulter, Jim (J.E.); Awad, Mahmoud (M.L.); Ayers, Don; Bandoska, Pete (P.F.); Barock, Catherine (C.K.); Bersuder, Lee (L.C.); Bessi, Gerry (G.); Broml, Mark (M.J.); Davies, Brady; Deeb, Joe (J.S.); Fretland, Mark (M.); Gates, Freeman (F.C.); Giordano, Mike (M.A.); Johnson, Joe (J.H.); Kapp, Dan (Daniel R.); Kerez, Karen (K.J.); Kunde, Olaf (O.); Masura, Gordon (G.P.); McCarty, Bill (W.D.); Nielsen, Christian (C.A.); O'Neill, Jim (J.D.); Oswald, Greg (G.G.); Owens, Karen (K.E.); Panaretos, Christine (C.M.); Park, Kyong; Perry, Brian (B.J.); Platts, Paul (P.G.); Popoff, Daniel (D.M.); Rossi, Roberto (R.A.); Schleding, Kurt (K.J.); Shore, John (J.); Strythe, Joseph (J.M.); Tamashiro, Terry; Verner, Carol (C.I.); White-Johnson, Patricia (P.); Williamson, Richard (E.); Wilson, Cary (C.A.)
Subject: Kavlico TM dPFE Sensor Meeting Agenda 1/15/02

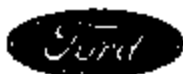
Attached please find the agenda for the Kavlico dPFE Sensor team meeting, which will be held tomorrow, 1/15/02, from noon-2:00 p.m. in the DI-196 Conference Room. This is the "war room" located at the far south-end of the building.

If you have any questions, please do not hesitate to contact me.



Kavlico Meeting
Format_011502....

Chris Panaretos
Project Manager, Project Solutions, LLC.
Ford POEE, Components "B"



MEETING ANNOUNCEMENT / WORKING TEAM MEETING

Objective: Establish and implement corrective and containment actions for Kavlico TM dPFE Sensor

Meeting Logistics

Subject: Kavlico TM dPFE Sensor Core Team
Date: January 15, 2002
Time: Noon-2:00 p.m.
Location: POEE, DI-196 (FMEI War Room)
Called By: Karen Owens, Team Leader: (313) 84-55770
Next Meeting (s): January 17, 2002, 1-3:00 p.m., POEE DI-196
 January 22, 2002, 1-3:00 p.m., POEE DI-196

Core Team Participants

Black Belt Mark Freeland	Kavlico Mary Akins Don Ayers	V-Engine Jim O'Neill Freeman Gates Chris Panaretos Paul Plante Carol Verner	Quality Office Mahmoud Awad Kurt Schleding Joe Smythe	EESE Sheran Alles Robert Rossi	ETSE Ken Arnold
Team Leader Karen Owens					

Meeting Agenda - 1/15/02

<u>Order of Agenda Items</u>	<u>Person(s) Responsible</u>	<u>Time Allocated</u>
1. Introductions	All	5 minutes
2. Agenda Review	All	5 minutes
3. Corrections to last meeting minutes	All	5 minutes
4. Reliability: 5 Worst Applications and "Best of the Best: 2002 MY 4.0L Explorer and Stalls"	Mahmoud Awad	20 minutes
5. Review Updates to 14D	Karen Owens	10 minutes
6. Update One-page Overview	Paul Plante	10 minutes
7. One-page Technical Paper	Freeman Gates	15 minutes
8. Kavlico Update	Mark Freeland	20 minutes
9. Walk-in's	All	10 minutes
10. Next Meeting Agenda Items	All	10 minutes

Notes

Bring handouts (paper copies) for all presentations
 Provide electronic copies of presentations to CPANARET

ES02-027-C 7/14

K. Owens/cp: 1/14/02
 Kavlico dPFE Sensor Core Team

From: Sanders, Muriel (M.S.)
Sent: Tuesday, June 25, 2002 7:55 AM
To: Lintiacco, Steven (S.)
Subject: RE: Buyback Tributes

I have a voicemail from Andrea Ocho asking about the buybacks.

I haven't sent the plates yet. I'm afraid Ford Security will try to have the vehicle towed if they see it sitting in the parking garage without plates. I will mail the plates closer to the shipping date (when I know it).

Do you want all 4 plates? At least one of the plates looks like a regular CA plate is why I ask.

> Muriel Sanders
> F204 3.0L Calibration
> Ford Motor Company
> [REDACTED]
> [REDACTED]
> [REDACTED]
> [REDACTED]

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

From: Steven Lintiacco [REDACTED]
Sent: Monday, June 24, 2002 1:22 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Buyback Tributes

Muriel,

Just curious if someone from Mazda consumer compliance has contacted you to set up transportation of the four buyback Tributes. Also, I have not seen the distributor plates yet. Have they been sent?

Thanks,

Steve Lintiacco
Mazda North American Operations
Tribute Product Support
[REDACTED]

From: Sanders, Muriel (M.S.)
Sent: Monday, May 20, 2002 4:08 PM
To: Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

I checked again and 2L8A-12A650-BD is the stall robustness calibration for CAA vehicles. This is according to the white papers. All 2003 calibrations start with 3L8A. We are still investigating the idle dips. I'll keep you posted.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company



>

—Original Message—

From: [REDACTED]
Sent: Sunday, May 19, 2002 9:59 PM
To: Sanders, Muriel (M.S.)
Cc: [REDACTED]
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel :

The attachment file is the WERS information about 2L8A-12A650-BD. From your information, is the 2L8A-BD latest robustness calibration and better than 2L8A-BC ?

By the way, you should have received the Hoshino san and my information about the "idle drop by brake apply". Do you have any comment about it ? Because the U204/J14 3.0L engine stall case increased more and more, we need the best robustness calibration.

Best Regards.
C.K. Chang

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

From: "Sanders, Muriel (M.S.)" [REDACTED]
To: "Chang, Chia Kai (C.)" [REDACTED]
Sent: Friday, May 17, 2002 10:20 PM
Subject: RE: U204/J14 3.0L engine stall issue.

> 2L8A-12A650-BD is the current 2002 calibration for CAA (clean air act)
> vehicles. This is for the stall robustness action. I re-checked the
> white papers and our release information on our shared drive and this is
> correct. I believe the 2003 calibrations start with 3L8A. I'm not sure
> what concern you are referring to, but send me the concern number and
> we'll take a look at it. The person that released the calibrations is
> out of the office today, but I will talk to him about this on Monday.

>
>

> > Muriel Sanders
> > U204 3.0L Calibration
> > Ford Motor Company

> > [REDACTED]
> > [REDACTED]
> > [REDACTED]
> >

>
>

> -----Original Message-----

> From: [REDACTED]
> Sent: Monday, May 13, 2002 10:50 PM
> To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
> Cc: [REDACTED] McGee, Brett (B.L.)
> Subject: Re: U204/J14 3.0L engine stall issue.

>
>

> Muriel & Hoshino san :
>
> The customer complain vehicle about engine stall is :
> VIN: 400528C U204 3.0L vehicle
> Millage: 2616km < occur engine stall >
> Engine stall description :
> May/7/2002 Morning, Engine stall while 40kph driving on general road <
> pedal
> released > May/7/2002 Afternoon, Engine stall while tip in/out at "N"
> gear
> then apply brake and shifting "R" gear. The vehicle can re-start..
> The PCM level is 2L8A-12A850-BC.
>
> 5/13/2002
> I conduct the test drive on VIN: 400528C < 2L8A-12A850-BC > about 20kph
> cruising in FLH. I record one idle dips <225rpm, no engine stall>
> condition
> by WDS. The attachment file you can see first. < Include jpg file and
> WDS
> file > The idle dips condition occur on the wave road and the velocity
> is
> keeping 20kph.
>
> 5/14/2002
> From Muriel message< attachment mail>, I update the PCM software on VIN:
> 400528C as 2L8A-12A850-BD. I measure the idle dips condition by apply
> brake
> method. The vehicle also have the idle dips to 463rpm. Now, I conduct
> the
> test drive in FLH about 20kph cruising, no idle dip occur.
>
> Hoshino san :
> About my dura vehicle, there are no engine stall occur after I update
> the
> PCM level to 1L8A-12A850-AZB and clean the carbon. Now, we have test
> drive
> about 8000km. I can't clearly point out does the PCM or carbon are root

> cause ?
>
> Muriel :
> Does all of your vehicle assy with the 2L8A-12A850-BD level PCM ? From
> the
> WERS Information the BD level is for modifying the VMAX values on 2003MY
> U204 PCM. But the BC level is for solving phantom engine stall issue.
> What I
> say is right ?
>
> Best Regards
> C.K. Chang
> Taiwan FLH/LVT
> Vehicle Test and Development Engineer

> — Original Message —

> From: "Hoshino, Jun (J.)" [REDACTED]
> To: "Chang, Chia Kai (C)" [REDACTED]
> Cc: "Sanders, Muriel (M)" [REDACTED]; "McGee, Brett (B.L.)"
> [REDACTED]
> Sent: Monday, May 13, 2002 6:27 PM
> Subject: RE: U204/J14 3.0L engine stall issue.

>> Chia Kai, I will try FCSD vehicle, but is this actual customer usage?
>> What was the customer engine stall situation/condition? while parking
>> maneuver?
>>
>> By the way, How is your durability vehicle? I hope to here good news
>> from you (no engine stall).
>>
>> Jun Hoshino
>> RHD Escape/Maverick FCSD PVT Program Manager

From: Sanders, Muriel (M.S.)
Sent: Tuesday, May 21, 2002 8:34 AM
To: Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.



lc white paper
2001.doc



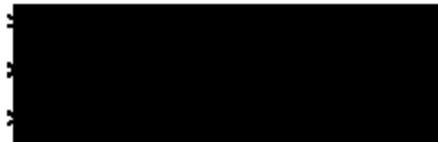
lc white paper
2002.doc

Here are the white papers for 2001 and 2002 relating to stall robustness.

The Ford LEV, Mazda LEV, and CAA stall robustness calibrations were implemented at KCAP on January 16, 2002. I have asked the plant if the other calibrations have been implemented, but have not received a reply. I'll let you know when I hear from them.

I cannot answer the percentage of stalls fixed by the calibration. We do not have enough mature warranty data to support this.

- > Muriel Sanders
- > U204 3.0L Calibration
- > Ford Motor Company



>

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

From: [REDACTED]
Sent: Tuesday, May 21, 2002 3:49 AM
To: jhoshino@ford.com; Sanders, Muriel (M.S.)
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel :

Can you pass the 2L8A-12A850-BD white paper to me ? By the way, what is your calibration level used on production ? How many engine stall percentage decrease by using the 2L8A-BD to replace the 2L8A-BC ?

Hoshino san :

What is the latest calibration level that MC use ?

Best Regards

C.K. Chang

--- Original Message ---

From: "Sanders, Muriel (M.S.)" [REDACTED]

To: "Chang, Chia Kai (C.)" [REDACTED]

Sent: Tuesday, May 21, 2002 4:07 AM

Subject: RE: U204/J14 3.0L engine stall issue.

> I checked again and 2L8A-12A650-BD is the stall robustness calibration
> for CAA vehicles. This is according to the white papers. All 2003
> calibrations start with 3L8A. We are still investigating the idle dips.
> I'll keep you posted.

>
>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company

> [REDACTED]
>
>

>>

>

>

> ---Original Message---

> From: [REDACTED]

> Sent: Sunday, May 19, 2002 9:59 PM

> To: Sanders, Muriel (M.S.)

> Cc: jhoshino@ford.com

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel :
>
> The attachment file is the WERS information about 2L8A-12A850-BD. From
> your
> information, is the 2L8A-BD latest robustness calibration and better
> than
> 2L8A-BC ?
>
> By the way, you should have received the Hoshino san and my information
> about the "idle drop by brake apply". Do you have any comment about it ?
> Because the U204/J14 3.0L engine stall case increased more and more, we
> need
> the best robustness calibration.
>
> Best Regards.
> C.K. Chang

>
> — Original Message —
> From: "Sanders, Muriel (M.S.)" [REDACTED]
> To: "Chang, Chia Kal (C.)" [REDACTED]
> Sent: Friday, May 17, 2002 10:20 PM
> Subject: RE: U204/J14 3.0L engine stall issue.

>
>
>> 2L8A-12A850-BD is the current 2002 calibration for CAA (clean air
> act)
>> vehicles. This is for the stall robustness action. I re-checked
> the
>> white papers and our release information on our shared drive and this
> is
>> correct. I believe the 2003 calibrations start with 3L8A. I'm not
> sure
>> what concern you are referring to, but send me the concern number and
>> we'll take a look at it. The person that released the calibrations is
>> out of the office today, but I will talk to him about this on Monday.
>>
>>

>>> Muriel Sanders
>>> U204 3.0L Calibration
>>> Ford Motor Company

>>> [REDACTED]
>>> [REDACTED]
>>> [REDACTED]

>>>
>>
>>

>> —Original Message—

>> From: [REDACTED]
>> Sent: Monday, May 13, 2002 10:50 PM
>> To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
>> Cc: okazaki.yo@mazda.co.jp; McGee, Brett (B.L.)
>> Subject: Re: U204/J14 3.0L engine stall issue.

>>
>>

>> Muriel & Hoshino san :

>>

>> The customer complain vehicle about engine stall is :

>> VIN: 400528C U204 3.0L vehicle

>> Millage: 2616km < occur engine stall >

>> Engine stall description :

>> May/7/2002 Morning, Engine stall while 40kph driving on general road <

>> pedal

>> released > May/7/2002 Afternoon, Engine stall while tip In/out at "N"

>> gear

>> then apply brake and shifting "R" gear. The vehicle can re-start..

>> The PCM level is 2L8A-12A850-BC.

>>

>> 5/13/2002

>> I conduct the test drive on VIN: 400528C < 2L8A-12A850-BC > about

>> 20kph

>> cruising in FLH. I record one idle dips <225rpm, no engine stall>

>> condition

>> by WDS. The attachment file you can see first. < Include jpg file and

>> WDS

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>> is
>> keeping 20kph.
>>
>> 5/14/2002
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> VIN:
>> 400528C as 2L8A-12A850-BD. I measure the idle dips condition by apply
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>> method. The vehicle also have the idle dips to 463rpm. Now, I conduct
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>> test drive in FLH about 20kph cruising, no idle dip occur.
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>> About my dura vehicle, there are no engine stall occur after I update
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>> PCM level to 1L8A-12A850-AZB and clean the carbon. Now, we have test
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>> about 8000km. I can't clearly point out does the PCM or carbon are
> root
>> cause ?
>>
>> Muriel :
>> Does all of your vehicle assy with the 2L8A-12A850-BD level PCM ? From
>> the
>> WERS information the BD level is for modifying the VMAX values on
> 2003MY
>> U204 PCM. But the BC level is for solving phantom engine stall issue.
>> What I
>> say is right ?
>>
>> Best Regards
>> C.K. Cheng
>> Taiwan FLH/LVT
>> Vehicle Test and Development Engineer
>>
>>

>>
>>
>>

>> --- Original Message ---

>> From: "Hoshino, Jun (J.)" [REDACTED]
>> To: "Chang, Chia Kai (C.)" [REDACTED]
>> Cc: "Sanders, Muriel (M.S.)" [REDACTED]; "McGee, Brett (B.L.)"
>>

>>
>> [REDACTED]

>> Sent: Monday, May 13, 2002 6:27 PM
>> Subject: RE: U204/J14 3.0L engine stall issue.

>>
>>

>>> Chia Kai, I will try FCSD vehicle, but is this actual customer
> usage?

>>> What was the customer engine stall situation/condition? while
> parking

>>> maneuver?

>>>

>>> By the way, How is your durability vehicle? I hope to here good news
>>> from you (no engine stall).

>>>

>>> Jun Hoshino

>>> RHD Escape/Maverick FCSD PVT Program Manager

>>> PVT & Field Support, Vehicle Service & Programs

>>> Hiroshima Japan Tel: [REDACTED]

>>>

>>>

>>>

>>> ---Original Message---

>>> From: [REDACTED]
>>> Sent: Monday, May 13, 2002 1:35 PM
>>> To: jhoshino@ford.com
>>> Subject: Fw: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Hoshino san :

From: Sanders, Muriel (M.S.)
Sent: Wednesday, May 22, 2002 4:54 PM
To: Hoshino, Jun (J.); Chang, Chia Kai (C.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Hello. We did some testing and found that vehicles with the old calibration did have an RPM dip with this sequence. I was also able to get my Cougar to drop RPM doing the same sequence. We do not believe that this contributes to stalls, but will investigate preventing the dip and short term fuel trim increases. Thanks for letting us know about this issue. Please let me know if you have any questions.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company

> 
>
>
>
>

—Original Message—

From: Hoshino, Jun (J.)
Sent: Friday, May 17, 2002 8:39 AM
To: Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Do you have any comment?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

—Original Message—

From: Hoshino, Jun (J.)

Sent: Tuesday, May 14, 2002 6:48 PM

To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)

Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)

Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

Today I have visited Ford Dealer and verified your concern on dealer demo vehicle and FCSD vehicle.

Dealer demo vehicle:

Milage: 376km (235mil)

Calibration: 1L8U-GE (NO stall robustness calibration)

IAC at P range with no load: 34.38%

The lowest drop RPM: 530rpm

FCSD vehicle:

Milage: 17451km (10907mil)

Calibration: 1L7A-BCB (stall robustness calibration)

IAC at P range with no load: 38.67.%

The lowest drop RPM: 490rpm

I have experienced RPM drop when I tried the sequence (while SHRTFTs were over 30%) on both vehicles. I also tried on D/N range, but not so dropped.

Muriel,

According to today's verification, FCSD vehicle have similar condition (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD vehicle to latest level a month ago). However I have never been experienced any engine stall so far(I have been driving this vehicle in January '01).

So, the sequence is unlikely customer's usage, do you think this phenomenon induces engine stall condition? If yes, we need stall robust robustness at parking maneuver.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

— Original Message —

From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

Sent: Tuesday, May 14, 2002 3:08 AM

Subject: RE: U204/J14 3.0L engine stall issue.

> There is a newer calibration than the one you gave (2L8A-12A650-BD).

> This would be the stall robustness calibration.

>

> I tried a couple more vehicles today. I was able to duplicate your

> problem, but it was on a vehicle without the latest stall robustness

> calibration. The RPM didn't drop every time I did the sequence. The

> vehicles with the newest calibration did not any problems. Try

> updating your calibration and let me know if you still have the same

> situation.

>

> > Muriel Sanders

> > U204 3.0L Calibration

> > Ford Motor Company

> > Phone: 313-32-27307

> > Fax: 313-32-31766

> > E-mail: msander6@ford.com

> >

>

>

> -----Original Message-----

> From: cchang9 [mailto:cchang9@ford.com]

> Sent: Monday, May 13, 2002 12:33 AM

> To: jhoshino@ford.com; Sanders, Muriel (M.S.)

> Cc: hsu c. c.

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel :

>

From: Sanders, Muriel (M.S.)
Sent: Friday, June 07, 2002 10:57 AM
To: Fascetti, Bob (R.J.)
Subject: Stalls Update from 6/06/02 Meeting

Hi Bob,

Here's a brief update from the Stalls meeting this week (6/06/02).

Buybacks

- Mazda is going to start repairing their buybacks in the next few weeks. They are also making arrangements to have the 4 buybacks at that we have returned towards the end of the month.

PCV

- E-mail from Lem Yeung prior to meeting:
 - Improvements can be made to the RH cover, but some of the data suggest that this improvement to the RH would make the LH worse. They are trying to get back in a cell to do more testing. Test cell availability is at Manager level.
 - Once design proposal is finalized, D186 will need to approve it
 - Jim Ortman is helping to look at the effectiveness of the pull side (separator). This must be a low contributor since IAC contamination is coming from upstream of the throttle plate. Current analysis shows that the separator is good at low speeds but considerably worse at high speeds/flow.

Key Chain Weight/Ignition Cylinder

- E-mail from Kam Aynessazian prior to meeting:
 - "Program direction is currently ~~restricted~~ to changing our 2003 Order Guide as described below. No other action is being considered given today's information."
 - "Note: If you are driving the vehicle with a heavy key chain attached to the ignition key, it may cause the ignition to turn from the Run position to the Accessory position, which shuts off the engine."

Status of Concern C11371349 (HEC w/ a capacitor change - from Romeo testing)

- No one involved with this on the Ford side called in
- The concern is at A status and program management is at I status.
- John McDonald said Visteon is waiting for their activity to be added to the concern so they can respond.

Check Valve

- Ming called in, but didn't have any information on this.
- No one from Visteon, Stant or Avon called in on this issue. To my knowledge nothing has changed on this since 3/28/02.

Evap Assembly

- Ming said the Evap will be implemented post-Job 1
- KCAP is to test more parts in the next few weeks
- The Evap assembly will not go in 4P builds

IAC

- Hitachi has received the purchase order for the finned pintle valve. They will need 6 weeks lead time to get parts to plant.
- Ted asked if Mazda can identify 2 vehicles with high IAC contamination during their repairs. PCV is willing to test a vehicle if one can be identified.

Walk-in Issues

- The team discussed if the items from the ISM should be added to the TSB. Adding these items to the TSB will increase warranty because some dealers will replace parts even if unnecessary, but if dealers make the repair as part of the ISM they can charge any price. In the end, the cost may not be much different. The general consensus of the team is that the dPFE should be added and maybe the MAF.

Let me know if you have any questions. Thanks.

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

From: Sanders, Muriel (M.S.)
Sent: Friday, May 24, 2002 2:31 PM
To: Fascetti, Bob (R.J.)
Subject: Stalls Update from 5/23/02 Meeting

Hi Bob,

I think I told you everything yesterday, but here is a written update from the 5/23/02 stalls meeting.

ISM

- New ISM has checking the MAF gasket added. (ISM 02-05-043 released 5/20/02)

IAC

- Ted had a variable resistance box made. We are going to test the effects of variable resistance on the IAC. This is to simulate a corroded or contaminated connector.
- Jeff Grimes checked the IAC connection at the plant and said, "No opportunity for contamination of IAC at the engine plant."

MAF

- MAF design review next week (Wed.) to discuss gasket design.
- KCAP should start seeing air cleaner assemblies with the new MAF late this week or next week.

Key Chain Weight/Ignition Cylinder

- No update
- The team is waiting on Kam Aynessazian to provide direction. He has not responded to my e-mails. Jamie Sullivan changed jobs. I contacted his replacement, Tim Veenstra and have not received a response.

Check Valve

- No one from Visteon, Stant or Avon called in on this issue. To my knowledge nothing has changed on this since 3/28/02.

Let me know if you have any questions. Thanks.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Sanders, Muriel (M.S.)
Sent: Wednesday, May 29, 2002 2:28 PM
To: Dalbo, Bob (R.J.)
Subject: FW: St. Croix Contact

FYI...

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

—Original Message—

From: Johnson, Jim (J.S.)
Sent: Wednesday, May 29, 2002 1:24 PM
To: Sanders, Muriel (M.S.); Linde, Peter (P.A.); Terzes, Laura (L.D.)
Subject: FW: St. Croix Contact

Below is a note from the dealer principal in St. Thomas regarding Escape stalling and a contact report from the Zone manager. The Consumer Affairs Director for St. Thomas & St. Croix said he wants to peruse a class action law suit on behalf of all customers in the USVI with a stall.

Please call me to discuss.

From: Joe Annis [mailto:jannis@attglobal.net]
Sent: Wednesday, May 29, 2002 9:41 AM
To: Fernandez, Ruben (R.)
Cc: Mark Wexler; Felix Amely; Benintende, Robert (R.F.); Martin, Mike (M.S.)
Subject: VIN's your requested
Ruben

Below are the VIN's for the four units that we have replaced both parts on. It is my understanding that you have these numbers from your trip of last week.

I have told you this morn that Ms Hidge and I have worked out a trade but she is driving her Escape as of now. The unit shut down on her about an hour ago and we sent a tech to the location and found no codes. This is our problem. I have a lot of units doing this and also some in St. Thomas. We must do something about this now. As you know some people stateside are having the same problem as us. Please advise as to the way Ford want to procede.

D. SCOTT 1FMYU04112KB06728

D. ILIDGE 1FMYU04152KA70784

C. EVANS 1FMYU03192KB06722

R. MAHARAJ 1FMYU03182KA32208

I am on my way to St. Croix today and will check to see if the list is true. I would like for you to send me via E-Mail the part numbers that Ford is wanting us to replace so I can be sure that we are doing as you requested. Most of all find a fix for the problem before it puts us out of business.

Any E-Mail you need to send me needs to go the one of the following, jennis@attglobal.net <<mailto:jennis@attglobal.net>> or jennis@viford.com <<mailto:jennis@viford.com>>. Please add the correct address to your computer, the address you are using is not a good address.

Joe Annis

---Original Message---

From: Fernandez, Ruben (R.)
Sent: Wednesday, May 29, 2002 11:52 AM
To: Martin, Mike (M.S.)
Subject: St. Croix Contact

Attached contact for St. Croix. Joe sent you an e-mail with the vin numbers.

If you have any questions or comments please let me know.



Contact Stn Croix
62902.doc

Ruben Fernandez

Parts and Service Area Manager
Ford International Business Development Inc.
Puerto Rico District Office
Phone (787) 782-6859 Ext. 239
Fax (787) 781-8975
e-mail : rfema12@ford.com

Rpt#: 1LQIM002 NHL Rpt: 12/17/2001 Odom: 332 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04152KA70784 Bld: 10/05/2001
Engine: 3.0L DUR Calb: Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: F0W44 Metro Motors S.C. Inc. Ph#: (340) 773-2121
Country: VIRGIN ISLAN City: Christiansted, S Orig/Caller: JOS6 FLORES
Symptom: 6 07 7 93 DRVABL,STALL/QUITS,DECELERATION,ALL ENGINE TEMP
Addl Sym: INTERMITTENT STALLS/QUITS. St: CCRG/EPRC: S Rvwd: A Dt: 03/14/2002
Fix: Caus. Comp: - Condition Code:
Hodlnr: JCHACON3 Phone: 313 317-7047 Regn Cd: 9A FCSD REGION-9A
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T

REPAIR SPANISH SPEAKER/HABLA ESPAÑOL

THE TECHNICIAN WORKING ON THIS VEHICLE STATES THE ENGINE CUTS OUT AT TIMES. UNABLE TO DUPLICATE THE CONCERN. THE REC-V POWER RELAY WAS REPLACED BUT IT SEEMS TO MAKE NO DIFFERENCE. ANY KNOWNS? REQUESTING TECHNICAL ADVISE.

RECOMM REPORT #: 1KIFU001

ISM 01-10-031 TAP TEST REC PWR RELAY, REPLACE IF NECESSARY
SSM 15434 R&R EBC PWD RELAY W/ POAZ-14N089-A, CK CONN PINS ALSO ADVISED THE TECHNICIAN FOR THIS CONCERN SUGGEST TO TRY TO DUPLICATE THE CONCERN BEFORE ANY REPAIR ATTEMPT. RE-RUN OASIS AND REVIEW SPECIAL SERVICE MESSAGE 15434.

REPAIR 03/12/2002 08:20AM JOSE CHACON MSS - FCSD - TECH SVC HOTLINE
THE TECHNICIAN AND FIELD SERVICE ENGINEER (RUBEN, FERNANDEZ) ARE CURRENTLY WORKING ON THIS VEHICLE WITH AN STALL CONCERN AT IDLE, THEY ARE CURRENTLY LOOKING FOR UPDATES.

RECOMM ISM 02-01-070 INT STALL,PERFORM SSM 15589,CK VMV STICKING,TEST EVAP
SSM 15589 REFLASH (PCM) W WDS VERSION B17.1 OR LATER
ADVISED THE TECNICIAN AND FIELD SERVICE REPRESENTATIVE TO REVIEW SSM 15589. ADVISED THE FIELD SERVICE ENGINEER TO REFER TO THE CQIS SYSTEM AND REVIEW THE ABOVE LISTED ISM. PROVIDED ALL THE INFORMATION TO THE TECHNICIAN ON WHAT TO LOOK FOR, AS DESCRIBED PER ISM 02-01-070.

REPAIR 03/27/2002 02:57PM MATTHEW SCHMIDT MSS - FCSD - TECH SVC HOTLINE
TECH STATES THE VEHICLE IS BACK AGAIN FOR A STALL CONCERN. HE STILL CANNOT DUPLICATE THE CONCERN. HE HAS CHECKED ALL THAT WAS RECOMMENDED. HE IS SEEKING ANY UPDATES

RECOMM ISM 02-01-070 INT STALL,PERFORM SSM 15589,CK VMV STICKING,TEST EVAP
ADVISED TECH OF ABOVE ISM INFORMATION.

Rpt#: 2DBA5002 EXPORT Rpt: 04/02/2002 Odom: 2,551 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04152KA70784 Bld: 10/05/2001
Engine: 3.0L DUR Calb: Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: F0W44 Metro Motors S.C. Inc. Ph#: (340) 773-2121
Country: VIRGIN ISLAN City: Christiansted, S Orig/Caller: DESIREE ILLIDGEZ
Symptom: 6 07 6 00 DRVABL,STALL/QUITS,AT CRUISE,OTHER-CODE NA
Addl Sym: St: CCRG/EPRC: S Rvwd: A Dt: 04/12/2002
Fix: Caus. Comp: PROCESSOR ASSY - RPR Condition Code:
Cust Sat? Prt St: MIL? ABA? Air Temp: Survey? N
EO: EC: Intmit?
ER: CB: Sym Vt?
CONCER WHILE DRIVING THE STEERING WHEEL GETS HARD AND VEHICLE CUTS OUT WHILE
DRIVING.
REPAIR 2L8A-12A650-AD REPROGRAM PCM, CHECK GROUND G-300, G100, G104, G105.
REMOVED BATTERY AND BATTERY TRAY TO ISPECT GROUND. REMOVED DRIVER'S
SEAT TO INSPECT G-308 GROUND. CALLED HOTLINE # 1LAIM002.
ADD-ON 05/06/2002 10:46AM FAMILKA JACKSON MSS - PCSD - EDSRADMIN
PLEASE NOTE CORRECTION OF HOTLINE NUMBER. SHOULD BE 1LQIM002.

Rpt#: 2BIAE033 EXPORT -or- K 200200014187 Rpt: 05/09/2002 Odom: 5,290 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04152KA70784 Bld: 10/05/2001
Engine: 3.0L DUR Calb: Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: F0W44 Metro Motors S.C. Inc. Ph#: (340) 773-2121
Country: VIRGIN ISLAN City: Christiansted, S Orig/Caller: DESIREE ILLIDGE
Symptom: 6 07 6 00 DRVABL,STALL/QUITS,AT CRUISE,OTHER-CODE NA
Addl Sym: St: CCRG/EPRC: _ Rvwd: Dt:
Fix: N Caus. Comp: ~ Condition Code:
Cust Sat? Prt St: MIL? ABA? Air Temp: A Survey? N
EO: EC: Intmit?
ER: CB: Sym Vt?
CONCER VEHICLE SHUTS OFF WHILE DRIVING.
TECH/C ROAD TEST VEHICLE, CANNOT VERIFY CUSTOMER COMPLAINT, BECV DIAGNOSTIC
TEST, NO DTC. MONITOR TEST, VACUUM LEAK TEST, FUEL PRESSURE TEST,
IGNITION TEST, REPROGRAM PCM, CHECK PCM RELAY, MAF SENSOR, IAC VALVE
SENSOR, GROUND G-300, G-100, G-104, G-105, 3-101. NO PROBLEM FOUND.
CALLED HOTLINE FOR ASSISTANCE. 1LQIM002.

**Ford International Business Development Inc.
DEALER CONTACT REPORT**

Dealer Metro Motors SC. Date of Contact 5/23/02 Author R.Fernandez
Person(s) Contacted Joe Annis, Burnett Mattoo, Alli Paul (Department Of Consumer Affairs)
Purpose / Issues Normal Dealer Contacts
Report Sent To R. Beaintende, F.Amely & M. Martin

IMPROVE CUSTOMER SATISFACTION

- | | |
|--|---|
| <input type="checkbox"/> Viewpoint Report P&S Dept | <input type="checkbox"/> Service Shop Control System |
| <input type="checkbox"/> Viewpoint Report Sales Perfect Delivery | <input checked="" type="checkbox"/> FIRTFT & Technical Resource Utilization |
| <input type="checkbox"/> Viewpoint Contest and Incentives | <input type="checkbox"/> Concern Resolution Process |
| <input type="checkbox"/> RO Customer Handling Process | <input type="checkbox"/> Follow Up System |
| <input type="checkbox"/> Service Drive Fill Rate | <input type="checkbox"/> Parts (OTD, GEOS, SOP, Stock, Inventory) |

Comments: Discuss again with Burnett the way that they supposed to write the Ro's and the supporting documents that they have to include with every Ro. In every visit I have to enforce the usage of oasis in every ro and also about the techs comments that are not present on every ro. The techs are not using this resources to FIRTFT

EFFECTIVE VEHICLE WARRANTY ADMINISTRATION

- | | |
|---|---|
| <input type="checkbox"/> Warranty Counseling Process | <input type="checkbox"/> Assessor Claims Report |
| <input checked="" type="checkbox"/> 126 Report Review | <input type="checkbox"/> AWA Claims Review |
| <input type="checkbox"/> 126 Condition Claims Review | <input type="checkbox"/> W&P Aging Report |
| <input checked="" type="checkbox"/> Parts Scrap Area | <input type="checkbox"/> Warranty Jobs In Process |
| <input checked="" type="checkbox"/> Warranty and Policy Manual Review | <input type="checkbox"/> Remanufactured Parts program |
| <input checked="" type="checkbox"/> OASIS and Warranty History Review | <input type="checkbox"/> Verify OE Parts |

Comments: Review the 126 for the month of March. Verify OASIS and they are not using the system and the concern codes. Discuss with Burnett also the AWA procedure and Policy Manual. Teach the new employee how to use OASIS. And also explain the warranty on over the counter parts.

INCREASE CUSTOMER PAY PARTS AND LABOR SALES

- | | |
|--|--|
| <input type="checkbox"/> Pay Plans / Incentives on Retail Work | <input type="checkbox"/> Co-op Advertising / Merchandising |
| <input checked="" type="checkbox"/> Competitive Menu Board Pricing | <input checked="" type="checkbox"/> Competitive Pricing Survey |
| <input type="checkbox"/> Extended Hours / Customer Convenience | <input type="checkbox"/> Convenience Issues |
| <input type="checkbox"/> Repair Order Analysis | <input type="checkbox"/> Retail Labor Sales Ratio and Other Financials |

Comments: They already received the menu board, Burnett promise me that for my next visit she will have it install. They install the Menu Boards but without prices, Joe mentioned to me that this is not a priority for the dealer at this point. I mentioned him that this is a priority for us and they need to comply with it.

DELIVERY OF CORE BUSINESS REQUIREMENTS

- | | |
|---|--|
| <input type="checkbox"/> B2B Website | <input type="checkbox"/> Update Business Plan Document |
| <input checked="" type="checkbox"/> Customer Appointments | <input type="checkbox"/> Field Service Actions / Customer Satisfaction Prog. |

**Ford International Business Development Inc.
DEALER CONTACT REPORT**

- | | |
|--|---|
| <input checked="" type="checkbox"/> Owner Relations, CAR's, DACO | <input type="checkbox"/> Other Contests & Incentives |
| <input type="checkbox"/> Parts Issues | <input type="checkbox"/> Parts Purchases |
| <input type="checkbox"/> Publications | <input checked="" type="checkbox"/> Technical Training, FMT, STARS, PCR Process |
| <input type="checkbox"/> Non Technical Training | <input type="checkbox"/> Special Service Tools and Equipment |

Comments: THE dealer SET me UP without any notice with the Consumer Affairs Department Director Mr. Alli J. Paul. He arrived at 10:30 to the Metro Motors office to meet with me, Because the General Manager told him that I was going to be there on this date. I call the District Office and talk with my management because they were talking about a class Action Suit because the alleged shut down on the Escapes. At the beginning the Mr. Paul wants to meet with me with all the customers at the same time but I did not agree so I start interviewing one by one. The first one was [REDACTED] at this unit we already complete all the recommendations of Jim Johnson and hotline and the problem persists. ON this case Metro Already replace 1 unit a 2002 for a 2002 Escape with the same condition. At this time the unit was on the dealership with the concern twice and not following the Lemon Law procedure Mr. Paul was pushing us to reimburse the customer for the money that she paid for the unit because she doesn't want it. We instruct the customer and them. Paul that we want to help and that we need to install VDR to try to see what's wrong with the vehicle but she do not want to drive the vehicle more. Joe Annis met aside with Mr. Paul and they reach and agreement than at this point we don't know. The second one was [REDACTED] the unit was on the shop for the second time with the problem and they already replace the MAF and The other sensor. The customer agrees to use the vehicle with the VDR to see if the problem persists. The third customer was [REDACTED] car was replace before by Metro Motors with a OAC from Ford, I don't know the amount that we pay. On the file it only appears 3 repetitive concerns with this unit the owner was not present I deal with her Husband and Father in law. Burnette told them that they already change the two sensors that Jin told them to change and they agree to leave the units for a tested drive and Later they will use it with the VDR on it. Customers understand and ask me to write neither a letter saying that if something happens with this concern if the vehicle is out of warranty we will on nor the warranty in this part. Friday morning Joe call me saying that they have more Ro's on this file and he ask for a Trade in Assistance I sent and e-mail to ask him for how much and I am still waiting for his answer. The other customer was [REDACTED] not following the Lemon Law again this customer with one Ro open yesterday asking for a buy back for the same condition I instruct that customer that we have a warranty for that but they still doesn't want the unit. Joe is working also a deal to sell them an Explorer. Mr. Paul brings six customers to the dealer and I only interview with 4. I think that we need to take actions with the VI Government to prevent this to happen; their own people are not following their laws. Also the dealer is not representing us well in the market putting us in a position that we don't know if we can trust him or not. He was not present in all the interviews with customer. If you need copies of the complaints please let me know. Also we can provide vin numbers.

From: Sanders, Muriel (M.S.)
Sent: Thursday, July 18, 2002 10:20 AM
To: Hoshino, Jun (J.); Chang, Chia Kai (C.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Some vehicles do stall after the new calibration. Since the stall can be caused by several factors, it is important that all the steps of the TSB (TSB 02-11-06 for North American Markets) are completed. We also have an ISM (ISM 02-06-025) for vehicles that continue to stall after the TSB is done. In the past few weeks we have received reports of a small number of vehicles that continue to stall after everything in the TSB & ISM are done. We are currently in the process of releasing a new calibration to address these vehicles. Let me know if you have trouble accessing the TSB or ISM information. (An ISM is an internal service message that is used for the Ford Technical Hotline that dealers call.) TSB 02-11-06 is written for NA Markets, but FCSD said there should be one for your market based off of ours.

Hope this helps.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

—Original Message—

From: Hoshino, Jun (J.)
Sent: Thursday, July 18, 2002 3:12 AM
To: Chang, Chia Kai (C.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Sanders, Muriel (M.S.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

I have not heard engine stall on latest calibration yet, except you.

What was the stall condition? What has been taken on concerned vehicle so far? only PCM refresh??
My understanding is, stall robustness calibration (2L8A- BD) is effect for vehicle at deceleration with vehicle speed over 16km/h (10mi/h).

Bob and Muriel, please correct if I am wrong.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

—Original Message—

From: cchang9@ford.com [mailto:cchang9@ford.com]
Sent: Thursday, July 18, 2002 11:52 AM
To: Hoshino, Jun (J.); Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel & Hoshino san:

How are you ? There is a long time without connection with you. I have two J14 3.0L engine stall case which has update the PCM software <-BD> to the robust level before. Do you have the same problem ? I will re-confirm the vehicle tomorrow. If I have any more detail data, I will let you know. But, can you tell me "How many vehicle with the robust PCM software have the engine stall concern in your site ?"

C.K. Chang
Taiwan FLH
Local Vehicle Team
Vehicle Test and Development Engineer

— Original Message —

From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
To: "Sanders, Muriel (M.S.)" <msander6@ford.com>

Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.J.)" <rdalbo@ford.com>; "Chang, Chia Kai (C.)" <cchang@ford.com>
Sent: Thursday, May 30, 2002 5:02 PM
Subject: RE: U204/J14 3.0L engine stall issue.

> Muriel,
> Did you have chance to investigate Idle dip with tip in condition?

>
> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>
> ---Original Message---
> From: Sanders, Muriel (M.S.)
> Sent: Thursday, May 23, 2002 5:55 AM
> To: Hoshino, Jun (J.)
> Subject: RE: U204/J14 3.0L engine stall issue.

> We'll investigate and get back to you. Thanks.

> > Muriel Sanders
> > U204 3.0L Calibration
> > Ford Motor Company
> > Phone: 313-32-27307
> > Fax: 313-32-31786
> > E-mail: msander6@ford.com

> ---Original Message---
> From: Hoshino, Jun (J.)
> Sent: Wednesday, May 22, 2002 5:47 AM

> To: Sanders, Muriel (M.S.)
> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob
> (R.J.); Chang, Chia Kai (C.)
> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> Muriel,

>

> I have got another idle dip situation from Japan dealer.

> Symptom: engine stall while parking maneuver

> Mileage: 9074km (5655mil)

> Calibration: 1L7A-BDB

>

> Dealer could not duplicate engine stall at workshop, however they found

> out idle dip condition under the following sequence.

>

> 1. Any shift ranges (PNRD..) are ok for confirmation.

> 2. Vehicle stationary with idle (about 700 to 750rpm).

> 3. Tip in the accelerator slightly (do not exceed 1000rpm).

> 4. Engine rpm will dip to less than 600 rpm.

> 5. Engine rpm will return to about 700 to 750rpm after dipping.

>

> According to the dealer technician, engine rpm marked less than 500 rpm

> on this concerned vehicle. To shift from 2 to D while dipping will make

> worse this condition (330rpm). Technician has replaced IAC valve

> (because IAC% was 43% at N range), then dipping condition has been

> improved (about 600rpm).

> However, dipping is still remain. (No engine stall has been occurred so

> far.)

>

> I also could experience the same condition on my FCSD vehicle

> (Calibration: 1L7A-BCB, drop to 590rpm).

> So, I would like to here your thought, is this condition induces engine

> stall condition?

> I think, engine stall may be not occurred if engine components (such as

> IAC) are everything OK. But once failure has been occurred on the

> components (ex; IAC valve slight stick), engine stall will be occurred.

> easily...

>

> Jun Hoshino

> RHD Escape/Maverick FCSD PVT Program Manager

> PVT & Field Support, Vehicle Service & Programs

> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-6220

>

>

> ~~Original Message~~

> From: Sanders, Muriel (M.S.)

> Sent: Saturday, May 18, 2002 5:19 AM

> To: Hoshino, Jun (J.)

> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> I haven't been able to get a vehicle with the new calibration to stall

> (or rpm dip) doing this - I tried again today. I am going to have

> another person in the group look at this and see what he thinks. He is

> out of the office until Monday so I'll talk to him then.

>

> > Muriel Sanders

> > U204 3.0L Calibration

> > Ford Motor Company

> > Phone: 313-32-27307

> > Fax: 313-32-31786

> > E-mail: msander8@ford.com

> >

>

>

> ~~Original Message~~

> From: Hoshino, Jun (J.)

> Sent: Friday, May 17, 2002 8:39 AM

> To: Sanders, Muriel (M.S.)

> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett

> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang,

> Chia Kai (C.)

> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> Muriel,

> Do you have any comment?

>

> Jun Hoshino

> RHD Escape/Maverick FCSD PVT Program Manager

> PVT & Field Support, Vehicle Service & Programs

> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>

> ---Original Message---

> From: Hoshino, Jun (J.)

> Sent: Tuesday, May 14, 2002 6:48 PM

> To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)

> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett

> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)

> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> Chia Kai,

> Today I have visited Ford Dealer and verified your concern on dealer

> demo vehicle and FCSD vehicle.

>

> Dealer demo vehicle:

> Mileage: 376km (235mil)

> Calibration: 1L8U-GE (NO stall robustness calibration)

> IAC at P range with no load: 34.38%

> The lowest drop RPM: 530rpm

>

> FCSD vehicle:

> Mileage: 17451km (10907mil)

> Calibration: 1L7A-BCB (stall robustness calibration)

> IAC at P range with no load: 38.67. %

> The lowest drop RPM: 490rpm

>

> I have experienced RPM drop when I tried the sequence (while SHRTFTs

> were over 30%) on both vehicles.

> I also tried on D/N range, but not so dropped.

>

> Muriel,

> According to today's verification, FCSD vehicle have similar condition
> (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD
> vehicle to latest level a month ago). However I have never been
> experienced any engine stall so far(I have been driving this vehicle in
> January '01).

> So, the sequence is unlikely customer's usage, do you think this
> phenomenon induces engine stall condition?

> If yes, we need stall robust robustness at parking maneuver.

>

> Jun Hoshino

> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

> — Original Message —

> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

> Sent: Tuesday, May 14, 2002 3:08 AM

> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> > There is a newer calibration than the one you gave (2L8A-12A650-BD).

> > This would be the stall robustness calibration.

> >

> > I tried a couple more vehicles today. I was able to duplicate your
> > problem, but it was on a vehicle without the latest stall robustness
> > calibration. The RPM didn't drop every time I did the sequence. The
> > vehicles with the newest calibration did not any problems. Try
> > updating your calibration and let me know if you still have the same
> > situation.

> >

> > > Muriel Sanders

> > > U204 3.0L Calibration

> > > Ford Motor Company

> > > Phone: 313-32-27307

>>> Fax: 313-32-31786

>>> E-mail: msander6@ford.com

>>>

>>

>>

>> ---Original Message---

>> From: cchang9 [mailto:cchang9@ford.com]

>> Sent: Monday, May 13, 2002 12:33 AM

>> To: jhoshino@ford.com; Sanders, Muriel (M.S.)

>> Cc: hsu c. c.

>> Subject: Re: U204/J14 3.0L engine stall issue.

>>

>>

>> Muriel :

>>

>> Realy, you have the normal idle situation. I have tried the three

>> vehicle. <

>> one is customer complain engine stall vehicle, the other is new CKD

>> vehicle

>>> All of the vehicle have the same situation of idle dips. Our PCM

> level

>> is

>> 2L8A-12A850-BC. Which level is your vehicle assy ?

>> I will check more, if any more information, I will let you know. Thx.

>>

>> By the way, I guess there is "another" air flow into the intake

> manifold

>> <

>> not pass through the MAF >. When I apply brake, it make the "SHRTFT"

>> become

>> high. When we release the brake, there are not "another" air flow. So,

>> we

>> suppose that "SHRTFT" increase to enrich fuel due to some air from

>> booster

>> makes lean combustion. Then, the engine is on rich fuel condition, if

> we

>> release brake and apply PAS a little, additional load may cause engine

> > stall
> > casually. Up to now, we haven't tried out the engine stall condition,
> > but
> > engine may down to 450rpm.
> >
> > Besides, would you please provide us the relationship between TPS &
> MAF.
> > We
> > can check these data by WDS.
> >
> > Best Regards,
> > C.K. Chang
> > Taiwan FLHLVT
> > Vehicle Test and Development Engineer
> >
> > — Original Message —
> > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> > Sent Saturday, May 11, 2002 3:41 AM
> > Subject: RE: U204/J14 3.0L engine stall issue.
> >
> >
> > > Mr. Chang,
> > >
> > > I tried the sequence you listed below on a couple of our vehicles
> > > today.
> > > I did not have any idle dips or high "SHRTFT" during or after the
> > > test.
> > > Did this only happen on 1 vehicle? If so, I would check the MAF
> > > sensor
> > > gasket. There are now several reports (both Mazda and Ford) of MAF
> > > sensor gaskets not installed correctly or missing in some cases.
> > >
> > > > Muriel Sanders
> > > > U204 3.0L Calibration
> > > > Ford Motor Company
> > > > Phone: 313-32-27307

>>> Fax: 313-32-31766

>>> E-mail: msander6@ford.com

>>>

>>>

>>>

>>> ~~Original Message~~

>>> From: cchang9 [mailto:cchang9@ford.com]

>>> Sent: Friday, May 10, 2002 4:24 AM

>>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)

>>> Cc: Jao Jack; hsu c. c.; Ting F.K.

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Muriel :

>>>

>>> We find one idle unstable condition from our CKD 3.0L vehicle and

> KCAP

>>> J14

>>> 3.0L vehicle. Maybe you can test follow below situation.

>>> 1. Keep your vehicle in "P" or "N" gear.

>>> 2. Let A/C on

>>> 3. Let the ECT over 88C

>>> 4. Tip In/out several times

>>> 5. Apply heavy brake over "Ten" times.

>>> When you apply your brake, you will see your "SHRTFT" Increase over

>> 30%.

>>> 6. Release brake, then turn steering wheel < slight > and release

>>> steering

>>> wheel.

>>> 7. See the RPM situation, RPM will down to 450-600RPM.

>>>

>>> You can see the attachment file first. One is the WDS file, another

> is

>>> the

>>> pic file. I have test the other model vehicles, include U204 2.0L

>> model,

>>> no

>>> such condition.

>>>

>>> C.K. Chang

>>> Taiwan FLH/LVT

>>> Vehicle Test and Development Engineer

>>> Mailto: cchang9@ford.com

>>>

>>>

>>> — Original Message —

>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>>> Sent: Thursday, May 09, 2002 8:35 PM

>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>>> I am assuming that you have also performed all the fixes in the

> ISM

>> I

>>>> sent. The TSB and ISM relate to stalls that occur on Escapes and

>>>> Tributes traveling about 30-45mph on closed throttle

> decelerations.

>>>> This is the first time I have heard about a stall when shifting

> from

>>>> drive to reverse.

>>>>

>>>>> Muriel Sanders

>>>>> U204 3.0L Calibration

>>>>> Ford Motor Company

>>>>> Phone: 313-32-27307

>>>>> Fax: 313-32-31786

>>>>> E-mail: msander6@ford.com

>>>>>

>>>>

>>>>

>>>> —Original Message—

>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>> Sent: Wednesday, May 08, 2002 5:27 AM

>>>> To: Sanders, Muriel (M.S.)
>>>> Cc: tsu c. c.; Dalbo, Bob (R.J.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>> Muriel :
>>>>
>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
> vehicle
>>> asy
>>>> PCM
>>>> with the 2L6A-12A650-BC < latest level > and the millage is
> 2612km.
>> it
>>>> occur
>>>> on the general road while 40kph driving. When the customer drive
> to
>>> the
>>>> garage and shift to "R" gear, it occur again. So, the engine stall
>>> occur
>>>> 2
>>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC
> is
>>>> normal
>>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%). We
> also
>>>> check
>>>> the Ground status (normal). We can't find any defect parts by
>> follow
>>>> the
>>>> TSB 02-8-6.
>>>>
>>>> So, how do you deal with your engine stall vehicle while TSB
> 02-8-6
>>>> can't
>>>> fix the issue ? Does the engine stall have any relation about
>>>> calibration

>>>> problem ? I have seen the ICCD about the NA engine stall issue. It
>>> is
>>>> the
>>>> high rate. What do you do ?
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>>
>>>> — Original Message —
>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>>> Sent: Wednesday, May 01, 2002 3:56 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>>> Attached is the draft of the ISM that will support the TSB. It
>>>> should
>>>>> be submitted by the end of the week.
>>>>>
>>>>>> Muriel Sanders
>>>>>> U204 3.0L Calibration
>>>>>> Ford Motor Company
>>>>>> Phone: 313-32-27307
>>>>>> Fax: 313-32-31786
>>>>>> E-mail: msander6@ford.com
>>>>>>
>>>>>>
>>>>>>
>>>>>> —Original Message—
>>>>>> From: Dalbo, Bob (R.J.)
>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM
>>>>>> To: Sanders, Muriel (M.S.)
>>>>>> Cc: Chang, Chia Kai (C.)

>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>> Please provide status of the stall ISM to Mr. Chang.
>>>>
>>>> Bob Dalbo
>>>> 3.0L Calibration Supervisor
>>>> Outfitters Calibration, NAT
>>>> Phone: (313) 24-84847 Fax: (313) 32-31788
>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>
>>>>

>>>> —Original Message—
>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>>> To: Dalbo, Bob (R.J.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>
>>>>
>>>> Bob :
>>>>
>>>> From your information, the TSB can fix 85% engine stall issue.
> So,
>>>> there
>>>> are
>>>> another ISM can fix the engine stall issue! Can you support
> about
>>> the
>>>> ISM
>>>> information ? We Taiwan FLH need the overall engine stall
>>> information
>>>> to
>>>> verify all possible cause. Or, you can tell me the ISM progress.
>>>>
>>>> Best Regards
>>>>
>>>> C.K. Chang

>>>> FLHLVT

>>>> Vehicle Test and Development Engineer

>>>> Mailto: cchang9@ford.com

>>>>

>>>>

>>>>

>>>>

>>>> — Original Message —

>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett

>> (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett

> (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Sent: Tuesday, April 30, 2002 4:50 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Our current understanding is that TSB 02-8-6 should fix about

>> 85%

>>> of

>>>>> stalling complaints. There is an ISM in the approval process

> to

>>>>> address

>>>>> the remaining fraction of stalling complaints not covered by

>>> normal

>>>>> diagnostic processes or the TSB.

>>>>>

>>>>> Bob Dalbo

>>>>> 3.0L Calibration Supervisor

>>>>> Outfitters Calibration, NAT

>>>>> Phone: (313) 24-84847 Fax: (313) 32-31786

>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>

>>>>>

>>>>> —Original Message—

>>>>> From: ochang9 [mailto:ochang9@ford.com]
>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Bob & McGee:
>>>>>
>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
> check
>>>> about
>>>>> 8
>>>>> steps. Our top manager need to understand, does the TSB 02-8-6
>> can
>>>>> effective
>>>>> fix the engine stall issue or the effective percentage ?
>>>>> Another question, we have one U204 2.0L vehicle has the
> similar
>>>> engine
>>>>> stall
>>>>> issue, it also happened on the idle status <stop at traffic
>> light
>>>>.
>>>>> But
>>>>> the
>>>>> vehicle has the idle RPM unstable issue, when parking "P"
> gear,
>>> the
>>>>> RPM
>>>>> will
>>>>> arise to 2700rpm.
>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
>>>> vehicles
>>>>> are
>>>>> engine stall by our local wiring design issue. (crankshaft
>> sensor

From: Sanders, Muriel (M.S.)
Sent: Thursday, July 11, 2002 3:51 PM
To: Belote, Paul (P.S.)
Subject: FW: CSM QUESTION ON REFUND

Hi Paul,

I spoke with Randy Corlew and Rob Bepinif about the 2002 Escape. It is my understanding that the dealer is unable to get that vehicle to stall. There seems to be conflicting information on this so Mark Steckler asked me to confirm this with you. Will you please confirm whether the dealer is currently able to repeat the stall on the 2002 Escape. Thanks.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, July 09, 2002 6:07 PM
To: Fascetti, Bob (R.J.); Terzes, Laura (L.D.)
Cc: Sanders, Muriel (M.S.); Gilbert Fournelle
Subject: RE: CSM QUESTION ON REFUND

Bob/Laura,

Muriel will contact the dealer to request some additional diagnostic information that may help fix these vehicles or improve our understanding of the problem. Pending that, I agree with Bob's suggestion that we visit the dealer after we have the new calibration.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 796-2859 Email: rdalbo@ford.com

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

From: Fascetti, Bob (R.J.)
Sent: Tuesday, July 09, 2002 5:43 PM
To: Terzes, Laura (L.D.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: CSM QUESTION ON REFUND

The new calibration will not be released for at least 2 weeks, but we have an experimental we can try, but not leave in the vehicle. Ideally, what we would like to do is see this vehicle after the release, so we can leave the calibration in it. This is most likely in the 3 week time frame.

Our timing is bit murky because we are not done validating, and we do not get approval to proceed with the change until Monday. We will move fast once we are validated. My thoughts are we would go to Pennsylvania. However, if it is easy to bring the vehicle to Dearborn, that would be ideal.

Bob

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

From: Terzes, Laura (L.D.)
Sent: Tuesday, July 09, 2002 4:51 PM
To: Steckler, Mike (C.M.)
Cc: Dalbo, Bob (R.J.); Steckler, Mike (C.M.); Belote, Paul (P.S.); Fascetti, Bob (R.J.); Fast, Mathew (M.F.); Suarez, Rhae (R.)
Subject: RE: CSM QUESTION ON REFUND

Mike, we will need your direction on how you want to handle.

Bob Fascetti: are you thinking of driving/flying an engineer to the veh. location in Pennsylvania? vs. bringing the veh. back to Dearborn? When would the new calibration be ready?

Laura Terzes

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-38572 / fax (313) 24-86181 / terzes.ford.com

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

From: Fascetti, Bob (R.J.)
Sent: Tuesday, July 09, 2002 11:41 AM
To: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Suarez, Rhae (R.)
Cc: Dalbo, Bob (R.J.); Steckler, Mike (C.M.); Belote, Paul (P.S.)
Subject: RE: CSM QUESTION ON REFUND

Yes, we would like to see this vehicle. We will be ready with an additional calibration that we are working to release.

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

From: Fast, Mathew (M.F.)
Sent: Tuesday, July 09, 2002 11:38 AM
To: Terzes, Laura (L.D.); Suarez, Rhae (R.)
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Steckler, Mike (C.M.); Belote, Paul (P.S.)
Subject: RE: CSM QUESTION ON REFUND

Laura here is the information that you requested. I did not contact the dealership but I spoke with the FSE who did a TAR with the technician and this vehicle has received the latest TSB/SSM services.

- The AWS service history is attached; one visit on April 12th, 2002 to repair a rear wiper concern and perform old TSB for stalls/quits concern. << File: service history FedEx Escape.doc >>
- There is one CQIS report for VIN 1FMYU04152KB76532 that describes repair procedures, performance of SSM, guidance from hotline, and FSE TAR with latest information. << File: CQIS report FedEx Escape.doc >>

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

From: Terzes, Laura (L.D.)
Sent: Monday, July 08, 2002 3:07 PM
To: Suarez, Rhae (R.); Fast, Mathew (M.F.)
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Steckler, Mike (C.M.); Belote, Paul (P.S.)
Subject: FW: CSM QUESTION ON REFUND

Mat or Rhae, one of you look up service history and confirm with repairing dealer latest TSB and ISM have been performed.

Bob and Bob: do you want to see this vehicle if all of latest repairs have been performed, and stall issue continues? pls. let Mat or Rhae know.

We will need to let the service manager know, that addnl information for this concern will be released shortly.

Mike I recognize at this point, the customer may not accept the vehicle even if we repair it. Thanks for forwarding the info, we'll do our best to fix it.

Laura Terzes
Manager, Outfitters Concerns
FCSB, Customer Service Engineering
PDC TVC 1JF58
(313) 32-36572 / fax (313) 24-88161 / lterzes.ford.com

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

From: Steckler, Mike (C.M.)
Sent: Monday, July 08, 2002 1:36 PM
To: Belote, Paul (P.S.)
Cc: Daniluk Sr., John (J.J.); Terzes, Laura (L.D.); Glass, Jim (J.B.)
Subject: RE: CSM QUESTION ON REFUND

Paul, I have co'd Laura Terzes on this note to solicit her support in repairing this unit. We will have to repair the unit, even if we buy it back. I would not do a refund, I would continue to do what the lemon law requires. I would rather talk about making a special consideration toward waiving some of the upgrade to an Explorer (send a note to Jim Glass [glass3 to request some consideration toward that 50% seems fair).

Paul, please send a reply note with a dealership contact and your FSEs cell phone number some someone from Laura's team can help with the repair (the newest TSB dated late June), should have repaired the unit.

Laura, (HELP)!

Mike Steckler
Consumer Affairs Operations Manager
Ford Customer Service Division
RCB 3NE203
Phone (313) 390-4238 Fax (313) 845-5444
msteckl1@ford.com

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

From: Belote, Paul (P.S.)
Sent: Monday, July 08, 2002 1:19 PM
To: Steckler, Mike (C.M.)
Cc: Daniluk Sr., John (J.J.)
Subject: CSM QUESTION ON REFUND

Mike, hello.

We met in Memphis. I mentioned issues with Escapes in my market area. I have a case I'd like your input on.

VEHICLE CONCERNS:

1FMYU04131KB41429: 2001 ESCAPE

This vehicle exhibited stalling concerns. This concern did not generate any condition codes and it's intermittency did not allow the dealership to duplicate the concern. The customer allowed us to attempt repair 6 times on this concern starting on 09/06/2001 at 8003 miles - 02/14/2002 at 11473 miles. Our FSE was involved with these repairs and verifies that all technical information was provided and properly performed. We replaced the unit through RAV with a 2002 Escape.

1FMYU04152KB76932: 2002 ESCAPE

This is the replacement Escape. The vehicle is in the dealership now on it's second repair for a stalling concern, again there are no codes to verify concern. The first concern for stalling occurred at 4030 miles. Our FSE has directed the repairs and the vehicle currently has the most up to date procedures performed. The customer lacks confidence in the repairs and does not want the vehicle back.

CUSTOMER INFORMATION:

Karla Saskey

The customer is a fleet buyer for FedEx at the airport here in Pittsburgh. She is very pleasant. She has lost all confidence in the Escape line and will not accept another Escape. I know we could proceed with a discretionary replacement or substitution of collateral if she felt otherwise. She would take an Explorer, but will not pay upgrade charges and there is a \$7,400 difference in the two units MSRP-MSRP. The customer has sought the advice of an attorney and will pursue action against Ford if we do not provide a satisfactory resolution to her in a reasonable amount of time. She currently has no legal action against Ford and has not hired an attorney for representation.

REGIONAL INFORMATION:

My DOM, John Daniluk (jdanilu1@ford.com) and I believe that the customer should be awarded a refund at this point. This vehicle does not meet Lemon Law requirements in the state of PA, so we can not provide a refund through the normal RAV procedure. Can we find approval to provide the customer with a refund in this case? Do you believe that a refund is appropriate in this case?

I would appreciate any input and advise you could provide. I've tried to be brief, I know you stay very busy. If you need any additional information, let me know.

Thank you,
Paul S. Belote
CSM Market A2, Pittsburgh
Cell: 412-612-8457
Office : 412-928-2930
Fax : 724-457-3038

From: Sanders, Muriel (M.S.)
Sent: Friday, July 19, 2002 5:05 PM
To: Jensen, Ted (T.E.)
Subject: RE: Pareto of Stall Causes

Because any percentages would be largely based on "engineering guess" I really don't feel comfortable giving any. We tried this in a stall meeting several weeks ago, and it was very difficult because of the large number of multiple repairs. Sandy Corbett created some type of chart then, I'm not sure what kind...

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

—Original Message—

From: Jensen, Ted (T.E.)
Sent: Friday, July 19, 2002 4:36 PM
To: Sanders, Muriel (M.S.)
Subject: Pareto of Stall Causes

Muriel,

What is the present distribution of causes for Stalls, as your group sees it? Do you have a Pareto chart you could send?

Ted

From: Sanders, Muriel (M.S.)
Sent: Friday, July 19, 2002 3:39 PM
To: Suarez, Rhae (R.)
Subject: RE: atall examples

Rhae,

When I talked to the caller for the 2nd CQIS report below (blue text), he said they have called the hotline after the report you gave me. Is it possible to get that second report?

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Suarez, Rhea (R.)
Sent: Thursday, July 11, 2002 9:19 AM
To: Sanders, Muriel (M.S.)
Subject: RE: stall examples

good catch. The ISM was not recommended on that one. At least that's what it shows.

Talk to you later!

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

From: Sanders, Muriel (M.S.)
Sent: Thursday, July 11, 2002 9:04 AM
To: Suarez, Rhea (R.)
Subject: RE: stall examples

These definitely support adding the ISM fixes to the TSB.

I noticed the second one did not mention the ISM. Does that mean the items in it were never recommended? The reason I ask is because this one stalled at cruise instead of decel. That is more commonly a dPPE failure than the TSB stuff (not a guarantee, but just more likely). Also, by the build date it would have an old dPPE...

Thanks for the info!

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Suarez, Rhea (R.)
Sent: Thursday, July 11, 2002 8:39 AM
To: Fournelle, Gilbert (G.); Sanders, Muriel (M.S.); Altoonlan, Don (D.J.); Dalbo, Bob (R.J.)
Cc: Price, Martin (M.)
Subject: stall examples

This is what I was talking about. The techs perform the TSB but with no failures so nothing is done.....

Rpt#: 2GJGA008 NHL Rpt: 07/10/2002 Odom: 8,118 M
Rvwd: _ File: _ Folder: 02000944 2 Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04182KB52671 Bld: 12/12/2001
Engine: 3.0L DUR Calt: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 06725 GILLIAM MOTORS, INC. Ph#: (434) 983-2026
State: Virginia City: Dillwyn Orig/Caller: MARK BREVARD
Symptom: 6 07 7 00 DRVABL,STALL/QUITS,DECELERATION,OTHER-CODE NA
Addl Sym: INT STALL ON DECEL St: CORG/EPRC: _ Rvwd: Dt:
Fbc Caus. Comp: - Condition Code:
Hotliner: MSCHMI56 Phone: 313 317-4280 Regn Cd: 27 Washington - 27
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR GILLIAMMTR@HOVAC.COM
TECH STATES THE VEHICLE HAS A STALL ON DECEL CONCERN. HE HAS FOLLOWED THE TSB TO NO AVAIL. HE IS SEEKING DIRECTION.
RECOMM ISM 02-06-025 VERIFY TSB 02-11-06 HAS BEEN PERFORMED, CK PCM HARNESS ADVISED TECH OF ABOVE ISM INFORMATION. MAY NEED TO INSTALL THE VDR IF NO CONCERNS ARE FOUND.

Rpt#: 2GJF8007 NHL Rpt: 07/10/2002 Odom: 4,784 M
Rvw: _ File: f Folder: 01013473 2 Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04122KA90202 Bid: 10/15/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: A6050 WOODRIDGE L/M SALES LIMITED Ph#: (403) 253-2200
Province Alberta City: Calgary Orig/Caller: BRUCE DOWNIE
Symptom: 6 07 6 92 DRVABL,STALL/QUITS,AT CRUISE,HOT ENGINE
Addl Sym: ALLEGED STALLING AT CRUISE St: CCRG/EPRC: _ Rvw: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: BHEISNER Phone: 313 317-7060 Regn Cd: 06 06 FCSD REGION-CANADA
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR TECH STS VEHICLE HAS A REPEAT STALLING CONCERN AT CRUISE. NO CODES IN ANY MODULES. TECH COMPLETED ALL STEPS OF TSB 02-11-06 WITH NO CONCERNS FOUND. SEEKING NEXT STEP.
RECOMM TSB 02-11-06 PERFORM NORMAL DIAG, RE-FLASH THE (PCM)
ADV TECH TO INSTALL VDR FLIGHT RECORDER AND DRIVE VEHICLE IN ATTEMPT TO DUPLICATE STALL. POSSIBLE TO RELEASE VEHICLE WITH VDR RECORDER.
RECOMM 07/10/2002 01:34PM CALEB PERRITON MSS - FCSD - TECH SVC HOTLINE

Rpt#: 2GJCS004 NHL Rpt: 07/10/2002 Odom: 978 M
Rvw: Y File: _ Folder: 02005769 2 Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMCU04142KC59324 Bid: 03/15/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 01474 Maguire's Ford, Inc. Ph#: (717) 834-3111
State: Pennsylvania City: Duncannon Orig/Caller: BILL REEVER
Symptom: 6 07 5 93 DRVABL,STALL/QUITS,ACCELERATION,ALL ENGINE TEMP
Addl Sym: STALLS AT CRUISE St: CCRG/EPRC: _ Rvw: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: BUJIMZEF Phone: 313 317-7067 Regn Cd: 16 Philadelphia -16
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR CUSTOMER STATES THE VEHICLE HAS A STALL AT CRUISE.TECH HAS PERFORMED TSB FOR STALL A FEW WEEKS AGO AND CUSTOMER STATES STALLS AT CRUISE. SEEKING DIRECTION.HAS NOT DUPLICATED.
RECOMM ISM 02-06-025 VERIFY TSB 02-11-06 HAS BEEN PERFORMED, CK PCM HARNESS SUGGEST TECH TO CK ALL CONNECTIONS AS ISM ABOVE.
REPAIR 07/10/2002 01:21PM ANDREW BARNES MSS - FCSD - TECH SVC HOTLINE
TECH HAS GONE THOUGH ALL OF THE OTHER CHECKS. HE DID FIND THAT THE BARO IS 10 HZ LOW AT 147. HAS DISCONNECTED THE BATTERY AND REDROVE THE VEHICLE AND THE BARO IS STILL LOW. SEEKING FURTHER ASSISTANCE.
RECOMM ADVISED THE TECH TO CHECK FOR ANY VACUUM LEAKS, EXHAUST RESTRICTIONS, ETC. IF NONE ARE FOUND REPLACE THE MAF WITH THE REVISED ONE.

will be in the CQIS region in-basket for your review.

THANK YOU, FROM THE TECHNICAL SERVICE HOTLINE TEAM

From: Sanders, Muriel (M.S.)
Sent: Wednesday, July 24, 2002 10:49 AM
To: Dalbo, Bob (R.J.)
Cc: Bogema, John (P.)
Subject: RE: Stalling Escapes

The service manager from Bill Woods called me back. He said they have done the TSB, MAF and dPFE. The only thing from the TSB that I could confirm was the IAC & throttle body. Mike couldn't positively say the rest had been done, other than he was sure the tech would do everything. He could not really confirm the other ISM items either. He just said he was sure they would have checked them and that they have talked to the hotline several times.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Sanders, Muriel (M.S.)
Sent: Wednesday, July 24, 2002 10:34 AM
To: Dalbo, Bob (R.J.)
Cc: Bogema, John (P.)
Subject: RE: Stalling Escapes

The vehicle at Metro Ford has had everything except the dPFE done. The service manager was going to have that changed.

The tech at Bill Woods Ford is to call me back to verify what repairs have been done.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Grossmann, Richard (R.A.)
Sent: Wednesday, July 24, 2002 10:19 AM
To: Sanders, Muriel (M.S.); Terzes, Laura (L.D.)
Cc: MacRitchie, Janice (J.V.); Heleson, Kevin (K.J.); Dalbo, Bob (R.J.); Bogema, John (P.); Fascetti, Bob (R.J.)
Subject: RE: Stalling Escapes

Muriel,

Per our conversation this morning, the correct VIN for the Metro Ford vehicle is 1FMCU04102KB85206. In addition, I have also requested a PCM for the stalling Escape at Bill Woods Ford. Thanks.

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

From: Sanders, Muriel (M.S.)
Sent: Tuesday, July 23, 2002 1:42 PM
To: Grossmann, Richard (R.A.); Terzes, Laura (L.D.)
Cc: MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.); Dalbo, Bob (R.J.); Bogema, John (P.); Fascetti, Bob (R.J.)
Subject: RE: Stalling Escapes

Richard Grossmann's e-mail (red text) referenced VIN 1FMCU03172KB22346 which is at Metro Ford. When I spoke to the Metro Ford Service Manager, Cory Thompson, he was under the impression that we are sending a PCM to that dealership for VIN 1FMCU04102KB85206. The mailing information below is for Bill Woods Ford.

Please clarify where I should send the PCM and the VIN number of the vehicle the PCM is intended for. Thanks.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, July 23, 2002 1:49 PM
To: Sanders, Muriel (M.S.); Bogema, John (P.)
Cc: Terzes, Laura (L.D.); MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.); Grossmann, Richard (R.A.)
Subject: RE: Stalling Escapes

John,
Please program a PCM with the 2003 calibration and contact Sheila Ward for info on the necessary exemption.

Muriel,
Once John has the module ready please ship it to the dealer per the directions below. Also, please contact the dealer and identify everything that has been done to the truck.

Thanks,

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

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

From: Grossmann, Richard (R.A.)
Sent: Tuesday, July 23, 2002 11:08 AM
To: Dalbo, Bob (R.J.)
Cc: Terzes, Laura (L.D.); MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.)
Subject: RE: Stalling Escapes

Bob,

I just found out the Escape mentioned below from Bill Woods Ford has just returned again for intermittent stalling. We might be able to save a buy back on this one if you could send an experimental PCM to the dealer. Please send it to:

Bill Woods Ford
5025 N.E. Antioch

Kansas City MO 64119

ATTENTION: MIKE HAWES

Thanks.

---Original Message---

From: Dalbo, Bob (R.J.)
Sent: Wednesday, July 17, 2002 5:10 PM
To: Grossmann, Richard (R.A.)
Cc: Fast, Mathew (M.F.); Suarez, Rhae (R.); Kier, Jerry (G.T.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.); Corbett, Sandra (S.M.)
Subject: RE: Stalling Escapes

Rick,

We can get you an experimental PCM (with our latest, not-quite-released changes) late next week. This would have to be replaced with the released version in a month or two. Would the customer be interested in this arrangement?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31786
Pager: (313) 795-2659 Email: rdalbo@ford.com

---Original Message---

From: Terzes, Laura (L.D.)
Sent: Tuesday, July 16, 2002 5:53 PM
To: Corbett, Sandra (S.M.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Cc: Fast, Mathew (M.F.); Suarez, Rhae (R.); Kier, Jerry (G.T.)
Subject: FW: Stalling Escapes

Sandra, Bob or Bob: Please let Rick Grossman the FSE know directly (copy to me) if you want to utilize this vehicle to test the newest fix (calibration and h/w chgs.). I confirmed with Rick, the dealer has performed the latest TSB 02-11-06 and ISM 02-05-043, and the stalling concern has returned. One other troubling point, this customer is in their 2nd Escape. We bought back the first vehicle for the same concern. A quick response would be helpful, as Rick needs to decide how to manage the customer and dealer. I have conveyed to him, the approximate new calibration timing. PLS. ADVISE.

Laura Terzes

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF68
(313) 32-36572 / fax (313) 24-88161 / lterzes.ford.com

---Original Message---

From: Grossmann, Richard (R.A.)
Sent: Tuesday, July 16, 2002 5:02 PM
To: Terzes, Laura (L.D.)
Cc: MacRitchie, Janice (J.V.); Helgeson, Kevin (K.J.)
Subject: FW: Stalling Escapes

Laura,

Neither service manager has been contacted by anyone at the Kansas City Assembly Plant, so I assume someone has resolved this concern and does not need to inspect any vehicles. However, the final resolution has not been communicated to our dealers. This is a problem because the customer that owns Escape 1FMCU03172KB22346 reports the vehicle still stalls and we don't know how to repair it. We need immediate help on this or we will be buying this vehicle back. You may contact me by E-mail, by phone at cell phone 816-678-8004 or directly contact Metro Ford Service Manager Cory Thompson at 816-254-9800. Thank you.

---Original Message---

From: Terzes, Laura (L.D.)
Sent: Thursday, June 13, 2002 7:30 AM
To: Grossmann, Richard (R.A.); Suarez, Rhae (R.)
Subject: RE: Stalling Escapes

Richard, there is a conf. call today on Escape Stalls, we will bring this info into the mtg. and Rhae has sent same to the engineers working on the Stalls team, Powertrain engineers at KCAP. You should hear something soon regarding further investigation of these units. Thanks for the help. We really need more hands on to get the final root cause.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-96572 / fax (313) 24-88181 / lterzes.ford.com

—Original Message—

From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 11:56 PM
To: Suarez, Rhae (R.)
Cc: Terzes, Laura (L.D.)
Subject: FW: Stalling Escapes

Rhae,

Since Bob is out, you may be interested in this.

—Original Message—

From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 10:53 PM
To: Terzes, Laura (L.D.); King, Robert (R.F.)
Cc: MacRitchie, Janice (J.V.)
Subject: Stalling Escapes

Bob and Laura,

Cory Thompson, service manager at Metro Ford (816-254-9800), tells me the Escape listed below is in the process of being required since it has been to the dealer multiple times for stalling. TSB 02-05-043 and ISM 02-05-043 have been performed on the vehicle.

Mike Hawes, service manager at Bill Woods Ford (816-454-4200), reports he has an Escape that reportedly stalls after TSB 02-05-043 and ISM 02-05-043 have been performed. Please see the CQIS report listed below. I asked Mike to put the VDR on that vehicle and try to get a recording of the stall.

As both of these vehicles are close to the Kansas City Assembly Plant, and both reports indicate the latest fix is not effective, I thought you might be interested in taking a look at them.

Please let me know if you wish to inspect these vehicles.

Rpt#: 2E3CY004 NHL Rpt: 05/29/2002 Odom: 2,615 M
Rvwrt: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X2,XLT ,WAGON 1FMCU03172KB22346 Bld: 11/09/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800P2.730 A/C: YES
Dealer Id: 05158 Metro Ford, Inc. Ph#: (816) 254-9803
State: Missouri City: Independence Orig/Caller: JOHN LARGENT
Symptom: 6 07 7 00 DRVABL,STALL/QUITS,DECELERATION,OTHER-CODE NA
Addl Sym: ALLEDGED STALLS St: CCRG/EPRC: _ Rvwrt: Dt:
Fix: Caus. Comp: - Condition Code:
Hotliner: RSTEGEMA Phone: 313 317-0000 Regn Cd: 53 Kansas City - 53
Engineering: Phone: TAR:

Dir Contact: Phone: Title Cde: T

REPAIR VEHICLE WAS BROUGHT IN FOR A STALL CONCERN EVE AFTER TSB 02-06-06 WAS PERFORMED. TECH IS UNABEL TO DUPLICATE CONCERN. SEEKING ADVICE.
RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, SUGGESTED OF ISM ABOVE.

ADD-ON 06/12/2002 11:32PM RICK GROSSMAN(FSE) MSS - FCSD - REG - KANSAS CTY SERVICE MANAGER CORY THOMPSON REPORTS AFTER DILLEGENTLY PERFORMING TSB 02-06-06 AND ISM 02-05-043, CUSTOMER REPORTS VEHICLE STILL INTERMITTENTLY STALLS. DUE TO THE NUMBER OF TIMES IN FOR THIS CONCERN, CORY REPORTS THE COMPANY HAS AGREED TO RAV THE VEHICLE.

➡ _____ 1 of 1

Rpt#: 2FFA7020 NHL Rpt: 06/06/2002 Odom: 2,169 M
Rvw: File: _ Folder: Images: 0 Print Stry/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04192KD11746 Bld: 04/11/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 05079 Bill Woods Ford Ph#: (816) 454-4200
State: Missouri City: Kansas City Orig/Caller: TOM WOODROOF
Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT STALLS, NO CODES St: CCRG/EPRC: _ Rvw: Dt:
Fix: Caus. Comp: - Condition Code:

Hotliner: KAVERY3 Phone: 313 317-9366 Regn Cd: 53 Kansas City - 53

Engineering: Phone: TAR:

Dir Contact: Phone: Title Cde: T

REPAIR TECH STATES CUST ALLEGES INT STALLS, CANNOT GET FROM CUST ANY DETAILS AS TO CONDITIONS WHEN VEHICLE STALLS, DID TSB 02-11-06 AND CANNOT VERIFY, PASSES TSB, SEEKING KNOWNS.

RECOMM TSB 02-11-06 PERFORM NORMAL DIAG, RE-FLASH THE (PCM)
ADV TECH NO FURTHER KNOWNS, ADV TRY TO DETERMINE VEH SPEED AT TIME OF CONCERN, IF ACCEL/DECEL/CRUISE, AND IF GOING DOWNHILL/UPHILL/LEVEL GROUND.

REPAIR 06/06/2002 03:33PM ANDREW BARNES MSS - FCSD - TECH SVC HOTLINE SM IS CALLING BACK AND HAD REMEMBERED SOME OTHER GROUNDS AND STUFF THAT WE HAVE TOLD THEN TO CHECK ON.

RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, ADVISED THE SM OF THE INFO LISTED IN THE ABOVE ISM.

Rick Grossmann

Field Service Engineer
913-541-4883

From: Sanders, Muriel (M.S.)
Sent: Wednesday, July 24, 2002 10:34 AM
To: Dalbo, Bob (R.J.)
Cc: Bogema, John (P.)
Subject: RE: Stalling Escapes

The vehicle at Metro Ford has had everything except the dPFEE done. The service manager was going to have that changed.

The tech at Bill Woods Ford is to call me back to verify what repairs have been done.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

—Original Message—

From: Grossmann, Richard (R.A.)
Sent: Wednesday, July 24, 2002 10:19 AM
To: Sanders, Muriel (M.S.); Terzes, Laura (L.D.)
Cc: MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.); Dalbo, Bob (R.J.); Bogema, John (P.); Fascetti, Bob (R.J.)
Subject: RE: Stalling Escapes

Muriel,

Per our conversation this morning, the correct VIN for the Metro Ford vehicle is 1FMCU04102KB85206. In addition, I have also requested a PCM for the stalling Escape at Bill Woods Ford. Thanks.

—Original Message—

From: Sanders, Muriel (M.S.)
Sent: Tuesday, July 23, 2002 1:42 PM
To: Grossmann, Richard (R.A.); Terzes, Laura (L.D.)
Cc: MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.); Dalbo, Bob (R.J.); Bogema, John (P.); Fascetti, Bob (R.J.)
Subject: RE: Stalling Escapes

Richard Grossmann's e-mail (red text) referenced VIN 1FMCU03172KB22346 which is at Metro Ford. When I spoke to the Metro Ford Service Manager, Cory Thompson, he was under the impression that we are sending a PCM to that dealership for VIN 1FMCU04102KB85206. The mailing information below is for Bill Woods Ford.

Please clarify where I should send the PCM and the VIN number of the vehicle the PCM is intended for. Thanks.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Tuesday, July 23, 2002 1:49 PM

To: Sanders, Muriel (M.S.); Bogema, John (P.)
Cc: Terzes, Laura (L.D.); MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.); Grossmann, Richard (R.A.)
Subject: RE: Stalling Escapes

John,
Please program a PCM with the 2003 calibration and contact Sheila Ward for info on the necessary exemption.

Muriel,
Once John has the module ready please ship it to the dealer per the directions below. Also, please contact the dealer and identify everything that has been done to the truck.

Thanks,

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

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

From: Grossmann, Richard (R.A.)
Sent: Tuesday, July 23, 2002 11:08 AM
To: Dalbo, Bob (R.J.)
Cc: Terzes, Laura (L.D.); MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.)
Subject: RE: Stalling Escapes

Bob,

I just found out the Escape mentioned below from Bill Woods Ford has just returned again for intermittent stalling. We might be able to save a buy back on this one if you could send an experimental PCM to the dealer. Please send it to:

Bill Woods Ford
5025 N.E. Antioch
Kansas City MO 64119

ATTENTION: MIKE HAWES

Thanks.

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, July 17, 2002 5:10 PM
To: Grossmann, Richard (R.A.)
Cc: Fast, Mathew (M.F.); Suarez, Rhea (R.); Karr, Jerry (G.T.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.); Corbett, Sandra (S.M.)
Subject: RE: Stalling Escapes

Rick,

We can get you an experimental PCM (with our latest, not-quite-released changes) late next week. This would have to be replaced with the released version in a month or two. Would the customer be interested in this arrangement?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

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

From: Terzes, Laura (L.D.)
Sent: Tuesday, July 16, 2002 5:53 PM
To: Corbett, Sandra (S.M.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Cc: Fast, Matthew (M.F.); Suarez, Rhea (R.); Kerr, Jerry (G.T.)
Subject: FW: Stalling Escapes

Sandra, Bob or Bob: Please let Rick Grossman the FSE know directly (copy to me) if you want to utilize this vehicle to test the newest fix (calibration and h/w chgs.). I confirmed with Rick, the dealer has performed the latest TSB 02-11-06 and ISM 02-05-043, and the stalling concern has returned. One other troubling point, this customer is in their 2nd Escape. We bought back the first vehicle for the same concern. A quick response would be helpful, as Rick needs to decide how to manage the customer and dealer. I have conveyed to him, the approximate new calibration timing. PLS. ADVISE.

Laura Terzes

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-88181 / lterzes.ford.com

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

From: Grossmann, Richard (R.A.)
Sent: Tuesday, July 16, 2002 5:02 PM
To: Terzes, Laura (L.D.)
Cc: MacRitchie, Janica (J.V.); Helleason, Kevin (KJ.)
Subject: FW: Stalling Escapes

Laura,

Neither service manager has been contacted by anyone at the Kansas City Assembly Plant, so I assume someone has resolved this concern and does not need to inspect any vehicles. However, the final resolution has not been communicated to our dealers. This is a problem because the customer that owns Escape 1FMCU03172KB22346 reports the vehicle still stalls and we don't know how to repair it. We need immediate help on this or we will be buying this vehicle back. You may contact me by E-mail, by phone at cell phone 816-678-6004 or directly contact Metro Ford Service Manager Cory Thompson at 816-254-9800. Thank you.

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

From: Terzes, Laura (L.D.)
Sent: Thursday, June 13, 2002 7:30 AM
To: Grossmann, Richard (R.A.); Suarez, Rhea (R.)
Subject: RE: Stalling Escapes

Richard, there is a conf. call today on Escape Stalls, we will bring this info into the mtg. and Rhea has sent same to the engineers working on the Stalls team, Powertrain engineers at KCAP. You should hear something soon regarding further investigation of these units. Thanks for the help. We really need more hands on to get the final root cause.

Laura Terzes

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-88181 / lterzes.ford.com

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

From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 11:56 PM
To: Suarez, Rhea (R.)
Cc: Terzes, Laura (L.D.)
Subject: FW: Stalling Escapes

Rhea,

Since Bob is out, you may be interested in this.

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

From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 10:53 PM
To: Terzas, Laura (L.D.); King, Robert (R.F.)
Cc: MacRitchie, Janice (J.V.)
Subject: Stalling Escapes

Bob and Laura,

Cory Thompson, service manager at Metro Ford (816-254-9800), tells me the Escape listed below is in the process of being repaired since it has been to the dealer multiple times for stalling. TSB 02-05-043 and ISM 02-05-043 have been performed on the vehicle.

Mike Hawes, service manager at Bill Woods Ford (816-454-4200), reports he has an Escape that reportedly stalls after TSB 02-05-043 and ISM 02-05-043 have been performed. Please see the CQIS report listed below. I asked Mike to put the VDR on that vehicle and try to get a recording of the stall.

As both of these vehicles are close to the Kansas City Assembly Plant, and both reports indicate the latest fix is not effective, I thought you might be interested in taking a look at them.

Please let me know if you wish to inspect these vehicles.

Rpt#: 2E3CY004 NHL Rpt: 05/29/2002 Odom: 2,616 M
Rvw: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X2,XLT ,WAGON 1FMCU03172KB22346 Bld: 11/09/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73C A/C: YES
Dealer Id: 05158 Metro Ford, Inc. Ph#: (816) 254-9803
State: Missouri City: Independence Orig/Caller: JOHN LARGENT
Symptom: 6 07 7 00 DRVABL,STALL/QUITS,DECELERATION,OTHER-CODE NA
Addl Sym: ALLEDGED STALLS St: CCRG/EPRC: _ Rvw: Dt:
Fix: Caus. Comp: - Condition Code:
Hotliner: RSTEGEMA Phone: 313 317-0000 Regn Cd: 53 Kansas City - 53
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR VEHICLE WAS BROUGHT IN FOR A STALL CONCERN EVE AFTER TSB 02-08-06
WAS PERFORMED. TECH IS UNABLE TO DUPLICATE CONCERN. SEEKING ADVICE.
RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300,
SUGGESTED OF ISM ABOVE.
ADD-ON 06/12/2002 11:32PM RICK GROSSMAN(FSE) MSS - FCSD - REG - KANSAS CTY
SERVICE MANAGER CORY THOMPSON REPORTS AFTER DILIGENTLY PERFORMING TSB
02-08-06 AND ISM 02-05-043, CUSTOMER REPORTS VEHICLE STILL INTERMITTE
NTLY STALLS. DUE TO THE NUMBER OF TIMES IN FOR THIS CONCERN, CORY REPO
RTS THE COMPANY HAS AGREED TO RAV THE VEHICLE.

1 of 1

Rpt#: 2FFA7020 NHL Rpt: 06/06/2002 Odom: 2,183 M
Rvw: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04192KD11746 Bld: 04/11/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 05079 Bill Woods Ford Ph#: (816) 454-4200
State: Missouri City: Kansas City Orig/Caller: TOM WOODROOF
Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT STALLS, NO CODES St: CCRG/EPRC: _ Rvw: Dt:
Fix: Caus. Comp: - Condition Code:
Hotliner: KAVERY3 Phone: 313 317-9356 Regn Cd: 53 Kansas City - 53
Engineering: Phone: TAR:

Dir Contact: Phone: Title Cde: T
REPAIR TECH STATES CUST ALLEGES INT STALLS, CANNOT GET FROM CUST ANY DETAILS AS TO CONDITIONS WHEN VEHICLE STALLS, DID TSB 02-11-06 AND CANNOT VERIFY, PASSES TSB, SEEKING KNOWNS.
RECOMM TSB 02-11-06 PERFORM NORMAL DIAG, RE-FLASH THE (PCM)
ADV TECH NO FURTHER KNOWNS, ADV TRY TO DETERMINE VEH SPEED AT TIME OF CONCERN, IF ACCEL/DECEL/CRUISE, AND IF GOING DOWNHILL/UPHILL/LEVEL GROUND.
REPAIR 06/06/2002 03:33PM ANDREW BARNES MSS - FCSD - TECH SVC HOTLINE
SM IS CALLING BACK AND HAD REMEMBERED SOME OTHER GROUNDS AND STUFF THAT WE HAVE TOLD THEN TO CHECK ON.
RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, ADVISED THE SM OF THE INFO LISTED IN THE ABOVE ISM.

Rich Grossmann

Field Service Engineer
913-541-4883

From: Sanders, Muriel (M.S.)
Sent: Wednesday, July 24, 2002 9:21 AM
To: Suarez, Rhae (R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Price, Martin (M.); Altoonian, Don (D.J.)
Subject: RE: Stall

I talked to the dealer and recommended the TSB & ISM items.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Suarez, Rhae (R.)
Sent: Wednesday, July 24, 2002 9:13 AM
To: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Fournelle, Gilbert (G.); Price, Martin (M.); Altoonian, Don (D.J.)
Subject: Stall

I am still a little worried about all the steps we have in the TSB. Here is another example of the tech doing the TSB but because they were unable to duplicate the concern nothing was changed.

Rpt#: 2GWCM008 NH1. Rpt: 07/23/2002 Odom: 3,705 M
Rvwid: _ File: _ Folder: 02005769 2 Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04102KB67309 Bld: 12/21/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 02744 Campbell Ford Lincoln-Mercury, Ph#: (616) 697-0130
State: Michigan City: Niles Orig/Caller: ANDREW LEE
Symptom: 6 07 5 00 DRVABL_STALL/QUITS,ACCELERATION,OTHER-CODE NA
Add Sym: St: CCRG/EPRC: _ Rvwid: Dt:

Fix: Caus. Comp: -- Condition Code:
Hotliner: RSTEGEMA Phone: 313 317-0000 Regn Cd: 48 Detroit - 48
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T

REPAIR VEHICLE WAS BROUGHT IN FOR STALL CONCERN. TECH HAS YET TO DUPLICATE
HAS CHECKED ALL THE ISSUES MENTIONED ON TSB. THIS IS THE SECOND TIME
VEHICLE COMES IN FOR SAME CONCERN.

RECOMM TSB 02-11-06 PERFORM NORMAL DIAG, RE-FLASH THE (PCM)
SUGGESTED TO REPLACE THROTTLE BODY, IAC, DPFEAND VMV. CHECK G104 AND
G105 AND CKP HARNESS NEAR AC COMPRESSOR.

From: Sanders, Muriel (M.S.)
Sent: Tuesday, July 23, 2002 2:42 PM
To: Grossmann, Richard (R.A.); Terzes, Laura (L.D.)
Cc: MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.); Dalbo, Bob (R.J.); Bogema, John (P.);
Fascetti, Bob (R.J.)
Subject: RE: Stalling Escapes

Richard Grossmann's e-mail (red text) referenced VIN 1FMCU03172KB22346 which is at Metro Ford. When I spoke to the Metro Ford Service Manager, Cory Thompson, he was under the impression that we are sending a PCM to that dealership for VIN 1FMCU04102KB83206. The mailing information below is for Bill Woods Ford.

Please clarify where I should send the PCM and the VIN number of the vehicle the PCM is intended for. Thanks.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Tuesday, July 23, 2002 1:49 PM
To: Sanders, Muriel (M.S.); Bogema, John (P.)
Cc: Terzes, Laura (L.D.); MacRitchie, Janice (J.V.); Helleson, Kevin (K.J.); Grossmann, Richard (R.A.)
Subject: RE: Stalling Escapes

John,
Please program a PCM with the 2003 calibration and contact Sheila Ward for info on the necessary exemption.

Muriel,
Once John has the module ready please ship it to the dealer per the directions below. Also, please contact the dealer and identify everything that has been done to the truck.

Thanks,

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

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

From: Grossmann, Richard (R.A.)
Sent: Tuesday, July 23, 2002 11:08 AM
To: Dalbo, Bob (R.J.)
Cc: Terzas, Laura (L.D.); MacRitchie, Jenica (J.V.); Helleason, Kevin (K.J.)
Subject: RE: Stalling Escapes

Bob,

I just found out the Escape mentioned below from Bill Woods Ford has just returned again for intermittent stalling. We might be able to save a buy back on this one if you could send an experimental PCM to the dealer. Please send it to:

Bill Woods Ford
6026 N.E. Antloch
Kansas City MO 64119

ATTENTION: MIKE HAWES

Thanks.

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, July 17, 2002 5:10 PM
To: Grossmann, Richard (R.A.)
Cc: Fast, Mathew (M.F.); Suarez, Rhee (R.); Kerr, Jerry (G.T.); Terzas, Laura (L.D.); Facetti, Bob (R.J.); Corbett, Sandra (S.M.)
Subject: RE: Stalling Escapes

Rick,

We can get you an experimental PCM (with our latest, not-quite-released changes) late next week. This would have to be replaced with the released version in a month or two. Would the customer be interested in this arrangement?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 785-2858 Email: rdalbo@ford.com

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

From: Terzas, Laura (L.D.)
Sent: Tuesday, July 16, 2002 5:53 PM
To: Corbett, Sandra (S.M.); Facetti, Bob (R.J.); Dalbo, Bob (R.J.)
Cc: Fast, Mathew (M.F.); Suarez, Rhee (R.); Kerr, Jerry (G.T.)
Subject: FW: Stalling Escapes

Sandra, Bob or Bob: Please let Rick Groseman the FSE know directly (copy to me) if you want to utilize this vehicle to test the newest fix (calibration and h/w chge.). I confirmed with Rick, the dealer has performed the latest TSB 02-11-06 and ISM 02-05-043, and the stalling concern has returned. One other troubling point, this customer is in their 2nd Escape. We bought back the first vehicle for the same concern. A quick response would be helpful, as Rick needs to decide how to manage the customer and dealer. I have conveyed to him, the approximate new calibration timing. PLS. ADVISE.

Laura Terzas

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-36572 / fax (313) 24-88161 / ltterzas.ford.com

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

From: Grossmann, Richard (R.A.)

Sent: Tuesday, July 16, 2002 5:02 PM
To: Terzes, Laura (L.D.)
Cc: MacRitchie, Janice (J.V.); Heleson, Kevin (K.J.)
Subject: FW: Stalling Escapes

Laura,

Neither service manager has been contacted by anyone at the Kansas City Assembly Plant, so I assume someone has resolved this concern and does not need to inspect any vehicles. However, the final resolution has not been communicated to our dealers. This is a problem because the customer that owns Escape 1FMCU03172KB22946 reports the vehicle still stalls and we don't know how to repair it. We need immediate help on this or we will be buying this vehicle back. You may contact me by E-mail, by phone at cell phone 816-678-6004 or directly contact Metro Ford Service Manager Cory Thompson at 816-254-9800. Thank you.

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

From: Terzes, Laura (L.D.)
Sent: Thursday, June 13, 2002 7:30 AM
To: Grossmann, Richard (R.A.); Suarez, Rhae (R.)
Subject: RE: Stalling Escapes

Richard, there is a conf. call today on Escape Stalls, we will bring this info into the mtg. and Rhae has sent same to the engineers working on the Stalls team, Powertrain engineers at KCAP. You should hear something soon regarding further investigation of these units. Thanks for the help. We really need more hands on to get the final root cause.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 92-36572 / fax (313) 24-88161 / lterzes.ford.com

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

From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 11:56 PM
To: Suarez, Rhae (R.)
Cc: Terzes, Laura (L.D.)
Subject: FW: Stalling Escapes

Rhae,

Since Bob is out, you may be interested in this.

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

From: Grossmann, Richard (R.A.)
Sent: Wednesday, June 12, 2002 10:53 PM
To: Terzes, Laura (L.D.); King, Robert (R.F.)
Cc: MacRitchie, Janice (J.V.)
Subject: Stalling Escapes

Bob and Laura,

Cory Thompson, service manager at Metro Ford (816-254-9800), tells me the Escape listed below is in the process of being required since it has been to the dealer multiple times for stalling. TSB 02-05-043 and ISM 02-05-043 have been performed on the vehicle.

Mike Hawes, service manager a Bill Woods Ford (816-454-4200), reports he has an Escape that reportedly stalls after TSB 02-05-043 and ISM 02-05-043 have been performed. Please see the CQIS report listed below. I asked Mike to put the VDR on that vehicle and try to get a recording of the stall.

As both of these vehicles are close to the Kansas City Assembly Plant, and both reports indicate the latest fix is not effective, I thought you might be interested in taking a look at them.

Please let me know if you wish to inspect these vehicles.

Rpt#: 2E3CY004 NHL Rpt: 05/29/2002 Odom: 2,815 M
Rvw: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X2,XLT ,WAGON 1FMCU03172KB22346 Bld: 11/09/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73C A/C: YES
Dealer Id: 05158 Metro Ford, Inc. Ph#: (816) 254-9803
State: Missouri City: Independence Orig/Caller: JOHN LARGENT
Symptom: 8 07 7 00 DRVABL,STALL/QUITS,DECELERATION,OTHER-CODE NA
Addl Sym: ALLEDGED STALLS St: CCRG/EPRC: _ Rvw: Dt:
Fix: Caus. Comp: - Condition Code:
Hotliner: RSTEGEMA Phone: 313 317-0000 Regn Cd: 53 Kansas City - 53
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR VEHICLE WAS BROUGHT IN FOR A STALL CONCERN EVE AFTER TSB 02-08-06
WAS PERFORMED. TECH IS UNABEL TO DUPLICATE CONCERN. SEEKING ADVICE.
RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300,
SUGGESTED OF ISM ABOVE.
ADD-ON 08/12/2002 11:32PM RICK GROSSMAN(FSE) MSS - FCSD - REG - KANSAS CTY
SERVICE MANAGER CORY THOMPSON REPORTS AFTER DILLEGENTLY PERFORMING TSB
02-08-06 AND ISM 02-05-043, CUSTOMER REPORTS VEHICLE STILL INTERMITTE
NTLY STALLS. DUE TO THE NUMBER OF TIMES IN FOR THIS CONCERN, CORY REPO
RTS THE COMPANY HAS AGREED TO RAV THE VEHICLE.

1 of 1

Rpt#: 2FFA7020 NHL Rpt: 08/08/2002 Odom: 2,183 M
Rvw: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMYU04192KD11746 Bld: 04/11/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 05079 Bill Woods Ford Ph#: (816) 454-4200
State: Missouri City: Kansas City Orig/Caller: TOM WOODROOF
Symptom: 8 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT STALLS, NO CODES St: CCRG/EPRC: _ Rvw: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: KAVERY3 Phone: 313 317-9956 Regn Cd: 53 Kansas City - 53
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR TECH STATES CUST ALLEGES INT STALLS, CANNOT GET FROM CUST ANY DETAILS
AS TO CONDITIONS WHEN VEHICLE STALLS, DID TSB 02-11-08 AND CANNOT
VERIFY, PASSES TSB, SEEKING KNOWNS.
RECOMM TSB 02-11-08 PERFORM NORMAL DIAG, RE-FLASH THE (PCM)
ADV TECH NO FURTHER KNOWNS, ADV TRY TO DETERMINE VEH SPEED AT TIME OF
CONCERN, IF ACCEL/DECEL/CRUISE, AND IF GOING DOWNHILL/UPHILL/LEVEL
GROUND.
REPAIR 08/08/2002 03:33PM ANDREW BARNES MSS - FCSD - TECH SVC HOTLINE
SM IS CALLING BACK AND HAD REMEMBERED SOME OTHER GROUNDS AND STUFF
THAT WE HAVE TOLD THEN TO CHECK ON.
RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300,
ADVISED THE SM OF THE INFO LISTED IN THE ABOVE ISM.

Rich Grossmann

Field Service Engineer

From: Sanders, Muriel (M.S.)
Sent: Monday, July 22, 2002 1:51 PM
To: Fournelle, Gilbert (G.)
Subject: RE: Escape Stalling

I talked to the dealer and they can't actually get the vehicle to stall. They do get RPM dips. The vehicle is at the dealership waiting on the new calibration. Would a recording of the RPM dip be helpful? If so, let me know and I'll call them back.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Fournelle, Gilbert (G.)
Sent: Monday, July 22, 2002 1:12 PM
To: Sanders, Muriel (M.S.)
Subject: RE: Escape Stalling

you're right. You don't need to check with Don.

Gilbert Fournelle
V6 U204 Calibration Engineering
1A27 Truck Engine Engineering (TEE)
Phone: (313)3904968 Fax: (313)3231786

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

From: Sanders, Muriel (M.S.)
Sent: Monday, July 22, 2002 1:11 PM
To: Fournelle, Gilbert (G.)
Subject: RE: Escape Stalling

I thought the one that Don checked stalled during the evap step of the TSB. In AWS they claim to have inspected the vent line for this vehicle...

I'll double check with Don.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Fournelle, Gilbert (G.)
Sent: Monday, July 22, 2002 12:54 PM
To: Sanders, Muriel (M.S.)
Subject: RE: Escape Stalling

Muriel,

I never heard anything else. Don Altoonian called this dealer (this is the one that said the TSB was done but he didn't blow out the vent line).

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

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

From: Sanders, Muriel (M.S.)
Sent: Monday, July 22, 2002 12:34 PM
To: Fournelle, Gilbert (G.)
Subject: RE: Escape Stalling

Gilbert,

Did you ever get a response from this?

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 7:28 AM
To: Suarez, Rhae (R.); Altoonian, Don (D.J.); Sanders, Muriel (M.S.);
Dalbo, Bob (R.J.); Price, Martin (M.)
Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Packer, Ernest (E.G.);
Steckler, Mike (C.M.); Conroy, Don (D.C.)
Subject: RE: Escape Stalling

If this problem is repeatable, I would like to get a WDS recording of the event for analysis. This would be very important for us, since we still cannot repeat the concern ourselves.

I would like to see the following PIDS:

RPM
IAC
MAF
TP

LOAD
VSS
EGRVR
SPARKADV
EVAPVM
FLI
FUELPW1
FUELPW2
FTP
O2S11
O2S21
longft1
longft2
shrtft1
shrtft2
EGRVR
B+

Sincerely,

Gilbert Fournelle
V6 U204 Calibration Engineering
1A27 Truck Engine Engineering (TEE)
Phone: (313)3904968 Fax: (313)3231786

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

From: Suarez, Rhae (R.)
Sent: Tuesday, July 02, 2002 2:11 PM
To: Altoonian, Don (D.J.); Sanders, Muriel (M.S.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Price, Martin (M.)
Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Packer, Ernest (E.G.); Steckler, Mike (C.M.); Conroy, Don (D.C.)
Subject: RE: Escape Stalling

Team,

Here is the newest stall vehicle. From the email below you can read that it has been into the dealership 3 times now. I looked up the VIN in CQIS and the only report in the system is during the second visit. I tried to contact the FSE (Ernie Packer) but he is out on vacation during this week. I left a message with Rod Gautier (playing phone tag) at Kip Killmon's Tyson Ford to get more information on what was done to the vehicle. His direct number is (703) 442-7448 if any one would like to contact him directly.

Would any of you like to get this vehicle back if it gets bought back? Is there anything you can offer before the buyback occurs?

Thanks,

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / PCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

Rpt#: 2FQK6003 NHL Rpt: 06/17/2002 Odom: 3,774 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(F/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMCU04122KB77107 Bld: 01/12/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 00012 Rip Killmon's Tysons Ford Ph#: (703) 448-0100
State: Virginia City: Vienna Orig/Caller: SHAWN KRAMER
Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT. STALLING, NO CODES St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: -- Condition Code:
Hotliner: JCRUZ25 Phone: 313 248-8201 Regn Cd: 27 Washington - 27
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T

REPAIR TECH STATES VEHICLE HAS AN INT. STALLING CONCERN. STATES THAT IT HAPPENED ON A DECEL. STATES HE HAS PERFORMED TSB 02-11-6 TO NO AVAIL. TECH STATES THE STALLING IS VERY INTERMITTENT, HE CANNOT VERIFY AND NO OTHER DRIVEABILITY CONCERNS, STATES HE MADE SURE IT HAS LATEST CALIBRATION. CALLING FOR KNOWNS.

RECOMM ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300, ADV. TECH OF ISM INFO. ADV. OF NO OTHER KNOWNS AT THIS TIME. CONSULTED SME MPRICE.

REPAIR 07/01/2002 11:07AM MICHAEL SCHILLE MSS - PCSD - TECH SVC HOTLINE TECH IS CALLING BACK ON THE SAME CONCERN. TECH STATES THAT HE CAN VERIFY THE CONCERN. THE VEHICLE STALLS ON A AFTER GETTING TO A TOP OF A HILL ON A DECELL. TECH STATES THE IAC IS 37%, TECH HAS 2LSA-AD IN THE PCM AND WANTED TO VERIFY THAT HE HAS THE LATEST CALIBRATION. TECH IS CALLING FOR FURTHER SUGGESTIONS.

RECOMM ADVISED TECH THAT THAT IS THE LATEST CALIBRATION FOR THE VEHICLE. ADVISED TECH TO CHECK PIDS OR MAKE A VDR RECORDING OF THE STALL AND LOOK FOR ANYTHING ADNORMAL, DISCONNECT VMV, EGR, AND ADJUST IAC TO 34%. TECH MAY WANT TO INSTALL REVISED DPFE OR MAF.

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

From: Steckler, Mike (C.M.)
Sent: Monday, July 01, 2002 5:11 PM
To: Conroy, Don (D.C.)
Cc: Fast, Mathew (M.F.); Terzee, Laura (L.D.); Suarez, Rhae (R.)
Subject: RE: Escape Stalling

Don, if you all end up buying this car back let me know and I am going to send to engineering (don't do anything else to it).

Rhae, I assume you will be contacting the dealer or the PSE Ernie Packer to advise?

Mike Steckler
Consumer Affairs Operations Manager
Ford Customer Service Division
RCB 3NE202
Phone (313) 390-4236 Fax (313) 845-5444
msteckl1@ford.com

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

From: Terzes, Laura (L.D.)
Sent: Monday, July 01, 2002 5:08 PM
To: Suarez, Rhae (R.)
Cc: Fast, Mathew (M.F.); Steckler, Mike (C.M.)
Subject: FW: Escape Stalling

Rhae, need to follow up with dealer to make absolutely sure they have the latest service info. Then if they do, forward this information to engineering and ask if they would like the vehicle for investigation.
Mike, would it be possible to quarantine the veh? immediately after we buyback before any further repairs attempted? If the dealer has performed all the latest repair info, this veh. may be something engineering wants. Pls. advise.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36572 / fax (313) 24-88161 / lterzes.ford.com

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

From: Steckler, Mike (C.M.)
Sent: Monday, July 01, 2002 10:47 AM
To: Terzes, Laura (L.D.)
Cc: dale@tysonsford.com; kipsbox@aol.com; 'rgautier1@juno.com'
Subject: RE: Escape Stalling

Laura, would you or someone on your team look at the repair history and contact Rod at Tyson's Ford....Look at the recent repair dates....Thanks

Mike Steckler
Consumer Affairs Operations Manager
Ford Customer Service Division
RCB 3NE202
Phone (313) 390-4236 Fax (313) 845-5444
msteckl1@ford.com

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

From: rgautier1@juno.com [mailto:rgautier1@juno.com]
Sent: Thursday, June 27, 2002 11:55 AM
To: msteckl1@ford.com
Cc: dale@tysonsford.com; kipsbox@aol.com
Subject: Escape Stalling

Mike,

How are you? The heat is on here. 100 degree days, high humidity and code red air quality. Along with the heat comes the return of the Escape stalling. Ernie Packer is here and he told me an interesting story that Mazda is doing something different with the idle speed. Any more news?

Here's the latest 3 time loser:

From: C.K. Chang [cchang9@ford.com]
Sent: Thursday, July 18, 2002 8:29 PM
To: Sanders, Muriel (M.S.)
Cc: Jac Jack
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel :

I know what you say about the engine stall. In Taiwan market, when we know the BD is the robust calibration software, we have update all the vehicles in service and in production. There are keep quite about 2 Month without the engine stall case. So, I think the BD software must have the effort to improve the U204 3.0L vehicle rpm dip. Till now, we received another 2 case about the 3.0L vehicle engine stall and no WDS error code. Dealer follow the TSB can't find out the root cause. So, I want to double confirm your site status. Do you find any new case about the 3.0L phantom engine stall after the vehicle assy the robust calibration ? And do you have more effort on improving the engine stall issue.

C.K. Chang
Taiwan Ford Lio Ho
Local Vehicle Team
Vehicle Test and Development Engineer

— Original Message —

From: "Sanders, Muriel (M.S.)" <msanders@ford.com>
To: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>
Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
Sent: Thursday, July 18, 2002 10:20 PM
Subject: RE: U204/J14 3.0L engine stall issue.

> Some vehicles do stall after the new calibration. Since the stall can

> be caused by several factors, it is important that all the steps of the
> TSB (TSB 02-11-06 for North American Markets) are completed. We also
> have an ISM (ISM 02-06-025) for vehicles that continue to stall after
> the TSB is done. In the past few weeks we have received reports of a
> small number of vehicles that continue to stall after everything in the
> TSB & ISM are done. We are currently in the process of releasing a new
> calibration to address these vehicles. Let me know if you have trouble
> accessing the TSB or ISM information. (An ISM is an internal service
> message that is used for the Ford Technical Hotline that dealers call.)
> TSB 02-11-06 is written for NA Markets, but FCSD said there should be
> one for your market based off of ours.

>
> Hope this helps.

>
>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company
>> Phone: 313-32-27307
>> Fax: 313-32-31786
>> E-mail: msander6@ford.com

>>

>

>

> -----Original Message-----

> From: Hoshino, Jun (J.)
> Sent: Thursday, July 18, 2002 3:12 AM
> To: Cheng, Chia Kai (C.)
> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob
> (R.J.); Sanders, Muriel (M.S.)
> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> Chia Kai,

>

> I have not heard engine stall on latest calibration yet, except you.
> What was the stall condition? What has been taken on concerned vehicle
> so far? only PCM reflash??

> My understanding is, stall robustness calibration (2L8A- BD) is effect
> for vehicle at deceleration with vehicle speed over 10km/h (10mi/h).

>
> Bob and Muriel, please correct if I am wrong.

>
> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

>
>
> —Original Message—

> From: cchang9@ford.com [mailto:cchang9@ford.com]
> Sent: Thursday, July 18, 2002 11:52 AM
> To: Hoshino, Jun (J.); Sanders, Muriel (M.S.)
> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Daibo, Bob
> (R.J.)
> Subject: Re: U204/J14 3.0L engine stall issue.

>
>
> Muriel & Hoshino san:
>
> How are you ? There is a long time without connection with you. I have
> two
> J14 3.0L engine stall case which has update the PCM software <-BD> to
> the
> robust level before. Do you have the same problem ? I will re-confirm
> the
> vehicle tomorrow. If I have any more detail data, I will let you know.
> But,
> can you tell me "How many vehicle with the robust PCM software have the
> engine stall concern in your site ?"

>
> C.K. Chang
> Taiwan FLH
> Local Vehicle Team
> Vehicle Test and Development Engineer

>
> ----- Original Message -----
> From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
> To: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> Cc: "McGee, Brett (B.L.)" <bmggee@ford.com>; "Kuhnd, Noel (N.)"
> <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.
> J.)"
> <rdalbo@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Thursday, May 30, 2002 5:02 PM
> Subject: RE: U204/J14 3.0L engine stall issue.

>
>
>> Muriel,
>> Did you have chance to investigate idle dip with tip in condition?
>>
>> Jun Hoshino
>> RHD Escape/Maverick FCSD PVT Program Manager
>> PVT & Field Support, Vehicle Service & Programs
>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>> -----Original Message-----
>> From: Sanders, Muriel (M.S.)
>> Sent: Thursday, May 23, 2002 5:55 AM
>> To: Hoshino, Jun (J.)
>> Subject: RE: U204/J14 3.0L engine stall issue.

>> We'll investigate and get back to you. Thanks.

>>> Muriel Sanders
>>> U204 3.0L Calibration
>>> Ford Motor Company
>>> Phone: 313-32-27307
>>> Fax: 313-32-31786
>>> E-mail: msander6@ford.com

> >

> >

> > —Original Message—

> > From: Hoshino, Jun (J.)

> > Sent: Wednesday, May 22, 2002 5:47 AM

> > To: Sanders, Muriel (M.S.)

> > Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo,

> > Bob

> > (R.J.); Chang, Chia Kai (C.)

> > Subject: RE: U204/J14 3.0L engine stall issue.

> >

> >

> > Muriel,

> >

> > I have got another idle dip situation from Japan dealer.

> > Symptom: engine stall while parking maneuver

> > Mirage: 9074km (6085mil)

> > Callibration: 1L7A-BDB

> >

> > Dealer could not duplicate engine stall at workshop, however they

> > found

> > out idle dip condition under the following sequence.

> >

> > 1. Any shift ranges (PNRD..) are ok for confirmation.

> > 2. Vehicle stationary with idle (about 700 to 750rpm).

> > 3. Tip in the accelerator slightly (do not exceed 1000rpm).

> > 4. Engine rpm will dip to less than 600 rpm.

> > 5. Engine rpm will return to about 700 to 750rpm after dipping.

> >

> > According to the dealer technician, engine rpm marked less than 500

> > rpm

> > on this concerned vehicle. To shift from 2 to D while dipping will

> > make

> > worse this condition (330rpm). Technician has replaced IAC valve

> > (because IAC% was 43% at N range), then dipping condition has been

> > improved (about 600rpm).

> > However, dipping is still remain. (No engine stall has been occurred

> so
> > far.)
> >
> > I also could experience the same condition on my FCSD vehicle
> > (Calibration: 1L7A-BCB, drop to 590rpm).
> > So, I would like to here your thought, Is this condition induces
> engine
> > stall condition?
> > I think, engine stall may be not occurred if engine components (such
> as
> > IAC) are everything OK. But once failure has been occurred on the
> > components (ex; IAC valve slight stick), engine stall will be occurred
> > easily...

> >
> > Jun Hoshino
> > RHD Escape/Maverick FCSD PVT Program Manager
> > PVT & Field Support, Vehicle Service & Programs
> > Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

> >
> >

> > —Original Message—
> > From: Sanders, Muriel (M.S.)
> > Sent: Saturday, May 18, 2002 5:19 AM
> > To: Hoshino, Jun (J.)
> > Subject: RE: U204/J14 3.0L engine stall issue.

> >
> >

> > I haven't been able to get a vehicle with the new calibration to stall
> > (or rpm dip) doing this - I tried again today. I am going to have
> > another person in the group look at this and see what he thinks. He

> as

> > out of the office until Monday so I'll talk to him then.

> >

> > > Muriel Sanders
> > > U204 3.0L Calibration
> > > Ford Motor Company
> > > Phone: 313-32-27307

>>> Fax: 313-32-31786

>>> E-mail: msander6@ford.com

>>>

>>

>>

>> —Original Message—

>> From: Hoshino, Jun (J.)

>> Sent: Friday, May 17, 2002 8:39 AM

>> To: Sanders, Muriel (M.S.)

>> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett

>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang,

>> Chia Kai (C.)

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>> Muriel,

>> Do you have any comment?

>>

>> Jun Hoshino

>> RHD Escape/Maverick FCSD PVT Program Manager

>> PVT & Field Support, Vehicle Service & Programs

>> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

>>

>> —Original Message—

>> From: Hoshino, Jun (J.)

>> Sent: Tuesday, May 14, 2002 6:48 PM

>> To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)

>> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett

>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>> Chia Kai,

>> Today I have visited Ford Dealer and verified your concern on dealer

>> demo vehicle and FCSD vehicle.

>>

>> Dealer demo vehicle:

> > Mirage: 376km (235ml)
> > Calibration: 1L8U-GE (NO stall robustness calibration)
> > IAC at P range with no load: 34.38%
> > The lowest drop RPM: 530rpm
> >
> > FCSD vehicle:
> > Mirage: 17451km (10907ml)
> > Calibration: 1L7A-BCB (stall robustness calibration)
> > IAC at P range with no load: 38.67.%
> > The lowest drop RPM: 490rpm
> >
> > I have experienced RPM drop when I tried the sequence (while SHRTFTs
> > were over 30%) on both vehicles.
> > I also tried on D/N range, but not so dropped.
> >
> > Muriel,
> > According to today's verification, FCSD vehicle have similar condition
> > (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD
> > vehicle to latest level a month ago). However I have never been
> > experienced any engine stall so far(I have been driving this vehicle
> > in
> > January '01).
> > So, the sequence is unlikely customer's usage, do you think this
> > phenomenon induces engine stall condition?
> > If yes, we need stall robustness at parking maneuver.
> >
> > Jun Hoshino
> > RHD Escape/Maverick FCSD PVT Program Manager
> > PVT & Field Support, Vehicle Service & Programs
> > Hiroshima Japan Tel: 81-82-267-4803 Fax: 81-82-267-6220
> > --- Original Message ---
> > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> > Sent: Tuesday, May 14, 2002 3:08 AM
> > Subject: RE: U204/J14 3.0L engine stall issue.
> >
> >

>>> There is a newer calibration than the one you gave (2L8A-12A850-BD).

>>> This would be the stall robustness calibration.

>>>

>>> I tried a couple more vehicles today. I was able to duplicate your
>>> problem, but it was on a vehicle without the latest stall robustness
>>> calibration. The RPM didn't drop every time I did the sequence.

> The

>>> vehicles with the newest calibration did not any problems. Try
>>> updating your calibration and let me know if you still have the same
>>> situation.

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31788

>>>> E-mail: msander6@ford.com

>>>>

>>>

>>>

>>> ~~Original Message~~

>>> From: cchang9 [mailto:cchang9@ford.com]

>>> Sent: Monday, May 13, 2002 12:33 AM

>>> To: jhoshino@ford.com; Sanders, Muriel (M.S.)

>>> Cc: hsu c. c.

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Muriel :

>>>

>>> Relly, you have the normal idle situation. I have tried the three
>>> vehicle. <

>>> one is customer complain engine stall vehicle, the other is new CKD
>>> vehicle

>>>> All of the vehicle have the same situation of Idle dips. Our PCM
>> level

>>> is

>>> 2L8A-12A850-BC. Which level is your vehicle easy ?
>>> I will check more, if any more information, I will let you know.
> Thx.
>>>
>>> By the way, I guess there is "another" air flow into the intake
>> manifold
>>> <
>>> not pass through the MAF >. When I apply brake, it makes the "SHORTFT"
>>> become
>>> high. When we release the brake, there are not "another" air flow.
> So,
>>> we
>>> suppose that "SHORTFT" increases to enrich fuel due to some air from
>>> booster
>>> makes lean combustion. Then, the engine is on rich fuel condition,
> if
>> we
>>> release brake and apply PAS a little, additional load may cause
> engine
>>> stall
>>> casually. Up to now, we haven't tried out the engine stall
> condition,
>>> but
>>> engine may drop to 450rpm.
>>>
>>> Besides, would you please provide us the relationship between TPS &
>> MAF.
>>> We
>>> can check these data by WDS.
>>>
>>> Best Regards.
>>> C.K. Chang
>>> Taiwan FLH/LVT
>>> Vehicle Test and Development Engineer
>>>
>>> --- Original Message ---
>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>> Sent: Saturday, May 11, 2002 3:41 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> Mr. Chang,
>>>>
>>>> I tried the sequence you listed below on a couple of our vehicles
>>>> today.
>>>> I did not have any idle dips or high "SHRTFT" during or after the
>>>> test.
>>>> Did this only happen on 1 vehicle? If so, I would check the MAF
>>>> sensor
>>>> gasket. There are now several reports (both Mazda and Ford) of
>>>> MAF
>>>> sensor gaskets not installed correctly or missing in some cases.
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msander6@ford.com
>>>>>
>>>>>
>>>>>
>>>>> —Original Message—
>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Friday, May 10, 2002 4:24 AM
>>>>> To: McGee, Brett (B.L.); Jhoshino@ford.com; Sanders, Muriel (M.S.)
>>>>> Cc: Jao Jack; hsu c. c.; Ting F.K.
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Muriel :
>>>>>
>>>>> We find one idle unstable condition from our CKD 3.0L vehicle and

>> KCAP
>>> J14
>>> 3.0L vehicle. Maybe you can test follow below situation,
>>> 1. Keep your vehicle in "P" or "N" gear.
>>> 2. Let A/C on
>>> 3. Let the ECT over 88C
>>> 4. Tip in/out several times
>>> 5. Apply heavy brake over "Ten" times.
>>> When you apply your brake, you will see your "SHRTFT" Increase
> over
>>> 30%.
>>> 6. Release brake, then turn steering wheel < slight > and release
>>> steering
>>> wheel.
>>> 7. See the RPM situation, RPM will down to 460-500RPM.
>>>
>>> You can see the attachment file first. One is the WDS file,
> another
>> is
>>> the
>>> pic file. I have test the other model vehicles, include U204 2.0L
>>> model,
>>> no
>>> such condition.
>>>
>>> C.K. Chang
>>> Taiwan FLHLVT
>>> Vehicle Test and Development Engineer
>>> Mailto: cchang9@ford.com
>>>
>>>
>>> — Original Message —
>>> From: "Sanders, Murtel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>> Sent: Thursday, May 09, 2002 8:35 PM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>

>>>>
>>>> I am assuming that you have also preformed all the fixes in the
>> ISM
>>> I
>>>> sent. The TSB and ISM relate to stalls that occur on Escapes
> and
>>>> Tributes traveling about 30-45mph on closed throttle
>> decelerations.
>>>> This is the first time I have heard about a stall when shifting
>> from
>>>> drive to reverse.
>>>>
>>>>> Murliel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31766
>>>>> E-mail: msander6@ford.com
>>>>>
>>>>>
>>>>>
>>>>> —Original Message—
>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>> To: Sanders, Murliel (M.S.)
>>>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Murliel :
>>>>>
>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>> vehicle
>>>>> assy
>>>>> PCM
>>>>> with the 2L8A-12A650-BC < latest level > and the millage is
>> 2512km.

>>> It
>>>> occur
>>>> on the general road while 40kph driving. When the customer drive
>> to
>>>> the
>>>> garage and shift to "R" gear, it occur again. So, the engine
> stall
>>>> occur
>>>>> 2
>>>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC
>> is
>>>>> normal
>>>>> (34%) and the EVAPVM is normal (0% -> 84% -100% -> 0%). We
>> also
>>>>> check
>>>>> the Ground status (normal). We can't find any defect parts by
>>> follow
>>>>> the
>>>>> TSB 02-8-6.
>>>>>
>>>>> So, how do you deal with your engine stall vehicle while TSB
>> 02-8-6
>>>>> can't
>>>>> fix the issue ? Does the engine stall have any relation about
>>>>> calibration
>>>>> problem ? I have seen the ICCD about the NA engine stall issue.
> It
>>> is
>>>>> the
>>>>> high rate. What do you do ?
>>>>>
>>>>> C.K. Chang
>>>>> Taiwan FLH/LVT
>>>>> Vehicle Test and Development Engineer
>>>>> Mailto: cchang0@ford.com
>>>>>
>>>>>

>>>> — Original Message —

>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> Sent: Wednesday, May 01, 2002 3:56 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Attached is the draft of the ISM that will support the TSB.

> It

>>>> should

>>>>> be submitted by the end of the week.

>>>>>

>>>>>> Muriel Sanders

>>>>>> U204 3.0L Calibration

>>>>>> Ford Motor Company

>>>>>> Phone: 313-32-27307

>>>>>> Fax: 313-32-31786

>>>>>> E-mail: msander6@ford.com

>>>>>>

>>>>>>

>>>>>>

>>>>>> —Original Message—

>>>>>> From: Dalbo, Bob (R.J.)

>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>>> To: Sanders, Muriel (M.S.)

>>>>>> Cc: Chang, Chia Kai (C.)

>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>

>>>>>>

>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>

>>>>>> Bob Dalbo

>>>>>> 3.0L Calibration Supervisor

>>>>>> Outfitters Calibration, NAT

>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>>> Pager: (313) 785-2859 Email: rdalbo@ford.com

>>>>>

>>>>>

>>>>> -----Original Message-----

>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>>> To: Dalbo, Bob (R.J.)

>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Bob :

>>>>>

>>>>> From your information, the TSB can fix 85% engine stall issue.

>> So,

>>>>> there

>>>>> are

>>>>> another ISM can fix the engine stall issue! Can you support

>> about

>>>>> the

>>>>> ISM

>>>>> information? We Taiwan FLH need the overall engine stall

>>>>> information

>>>>> to

>>>>> verify all possible cause. Or, you can tell me the ISM

> progress.

>>>>>

>>>>> Best Regards

>>>>>

>>>>> C.K. Chang

>>>>> FLH/LVT

>>>>> Vehicle Test and Development Engineer

>>>>> Mailto: cchang9@ford.com

>>>>>

>>>>>

>>>>>

>>>>>

>>>>> ----- Original Message -----

>>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
>>> (B.L.)"
>>>>> <bmcgee@ford.com>
>>>>> Cc: "Hashino, Jun (J.)" <jhashino@ford.com>; "McGee, Brett
>> (B.L.)"
>>>>> <bmcgee@ford.com>
>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>>> Our current understanding is that TSB 02-8-6 should fix
> about
>>> 85%
>>>> of
>>>>>> stalling complaints. There is an ISM in the approval
> process
>> to
>>>>>> address
>>>>>>> the remaining fraction of stalling complaints not covered by
>>>> normal
>>>>>>> diagnostic processes or the TSB.
>>>>>>>
>>>>>>> Bob Dalbo
>>>>>>> 3.0L Calibration Supervisor
>>>>>>> Outfitters Calibration, NAT
>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31788
>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>>>>
>>>>>>>
>>>>>>> -----Original Message-----
>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>>> Cc: jhashino@ford.com; McGee, Brett (B.L.)
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>>
>>>>>>>

>>>>>> Bob & McGee:
>>>>>>
>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
>> check
>>>>> about
>>>>>> 8
>>>>>> steps. Our top manager need to understand, does the TSB
> 02-8-6
>>> can
>>>>>> effective
>>>>>> fix the engine stall issue or the effective percentage ?
>>>>>> Another question, we have one U204 2.0L vehicle has the
>> similar
>>>>> engine
>>>>>> stall
>>>>>> issue, it also happened on the idle status <stop at traffic
>>> light
>>>>>.
>>>>>> But
>>>>>> the
>>>>>> vehicle has the idle RPM unstable issue, when parking "P"
>> gear,
>>>> the
>>>>>> RPM
>>>>>>> will
>>>>>>> arise to 2700rpm.
>>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are
> 6
>>>>> vehicles
>>>>>>> are
>>>>>>> engine stall by our local wiring design issue. (crankshaft
>>> sensor
>>>>>>> wire
>>>>>>> shorting) Another one is this Idle unstable vehicle. >
>>>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>>>>> vehicle.
>>>>>>> Thx.

> > > > >

> > > > >

> > > > > Best Regards

> > > > > C.K. Chang

> > > > > FLH/LVT

> > > > > Vehicle Test and Development Engineer

> > > > >

> > > > >

> > > > >

> > > > >

> > > > >

From: Hoshino, Jun (J.)
Sent: Thursday, July 18, 2002 3:12 AM
To: Chang, Chia Kal (C.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Sanders, Muriel (M.S.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kal,

I have not heard engine stall on latest calibration yet, except you.

What was the stall condition? What has been taken on concerned vehicle so far? only PCM reflash??

My understanding is, stall robustness calibration (2L8A- BD) is effect for vehicle at deceleration with vehicle speed over 16km/h (10mil/h).

Bob and Muriel, please correct if I am wrong.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

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

From: ochang9@ford.com [mailto:ochang9@ford.com]

Sent: Thursday, July 18, 2002 11:52 AM

To: Hoshino, Jun (J.); Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel & Hoshino san:

How are you ? There is a long time without connection with you. I have two J14 3.0L engine stall case which has update the PCM software <-BD> to the robust level before. Do you have the same problem ? I will re-confirm the vehicle tomorrow. If I have any more detail data, I will let you know. But, can you tell me "How many vehicle with the robust PCM software have the engine stall concern in your site ?"

C.K. Chang
Taiwan FLH
Local Vehicle Team
Vehicle Test and Development Engineer

— Original Message —

From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
To: "Sanders, Muriel (M.S.)" <msander6@ford.com>
Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.J.)" <rdalbo@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>
Sent: Thursday, May 30, 2002 5:02 PM
Subject: RE: U204/J14 3.0L engine stall issue.

> Muriel,
> Did you have chance to investigate idle dip with tip in condition?
>
> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220
>

>

- > 1. Any shift ranges (PNRD..) are ok for confirmation.
- > 2. Vehicle stationary with idle (about 700 to 750rpm).
- > 3. Tip in the accelerator slightly (do not exceed 1000rpm).
- > 4. Engine rpm will dip to less than 600 rpm.
- > 5. Engine rpm will return to about 700 to 750rpm after dipping.

>

- > According to the dealer technician, engine rpm marked less than 500 rpm
- > on this concerned vehicle. To shift from 2 to D while dipping will make
- > worse this condition (330rpm). Technician has replaced IAC valve
- > (because IAC% was 43% at N range), then dipping condition has been
- > improved (about 600rpm).
- > However, dipping is still remain. (No engine stall has been occurred so
- > far.)

>

- > I also could experience the same condition on my FCSD vehicle
- > (Calibration: 1L7A-BCB, drop to 590rpm).
- > So, I would like to here your thought, is this condition induces engine
- > stall condition?

- > I think, engine stall may be not occurred if engine components (such as
- > IAC) are everything OK. But once failure has been occurred on the
- > components (ex; IAC valve slight stick), engine stall will be occurred
- > easily...

>

- > Jun Hoshino
- > RHD Escape/Maverick FCSD PVT Program Manager
- > PVT & Field Support, Vehicle Service & Programs
- > Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

>

>

> —Original Message—

- > From: Sanders, Muriel (M.S.)
- > Sent: Saturday, May 18, 2002 5:19 AM
- > To: Hoshino, Jun (J.)
- > Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> I haven't been able to get a vehicle with the new calibration to stall
> (or rpm dip) doing this - I tried again today. I am going to have
> another person in the group look at this and see what he thinks. He is
> out of the office until Monday so I'll talk to him then.

>
>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company
>> Phone: 313-32-27307
>> Fax: 313-32-31786
>> E-mail: msanders@ford.com

>>

>

>

> ---Original Message---

> From: Hoshino, Jun (J.)
> Sent: Friday, May 17, 2002 8:39 AM
> To: Sanders, Muriel (M.S.)
> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett
> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang,
> Chia Kai (C.)
> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> Muriel,
> Do you have any comment?

>

> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>

> ---Original Message---

> From: Hoshino, Jun (J.)
> Sent: Tuesday, May 14, 2002 6:48 PM
> To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)
> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett

> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
> Chia Kal,
> Today I have visited Ford Dealer and verified your concern on dealer
> demo vehicle and FCSD vehicle.
>
> Dealer demo vehicle:
> Mileage: 376km (235mil)
> Calibration: 1L8U-GE (NO stall robustness calibration)
> IAC at P range with no load: 34.38%
> The lowest drop RPM: 530rpm
>
> FCSD vehicle:
> Mileage: 17451km (10907mil)
> Calibration: 1L7A-BCB (stall robustness calibration)
> IAC at P range with no load: 38.67.%
> The lowest drop RPM: 490rpm
>
> I have experienced RPM drop when I tried the sequence (while SHRTFTs
> were over 30%) on both vehicles.
> I also tried on D/N range, but not so dropped.
>
> Muriel,
> According to today's verification, FCSD vehicle have similar condition
> (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD
> vehicle to latest level a month ago). However I have never been
> experienced any engine stall so far(I have been driving this vehicle in
> January '01).
> So, the sequence is unlikely customer's usage, do you think this
> phenomenon induces engine stall condition?
> If yes, we need stall robustness at parking maneuver.
>
> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs

> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

> --- Original Message ---

> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

> Sent: Tuesday, May 14, 2002 3:08 AM

> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

>> There is a newer calibration than the one you gave (2L8A-12A850-BD).

>> This would be the stall robustness calibration.

>>

>> I tried a couple more vehicles today. I was able to duplicate your

>> problem, but it was on a vehicle without the latest stall robustness

>> calibration. The RPM didn't drop every time I did the sequence. The

>> vehicles with the newest calibration did not any problems. Try

>> updating your calibration and let me know if you still have the same

>> situation.

>>

>>> Muriel Sanders

>>> U204 3.0L Calibration

>>> Ford Motor Company

>>> Phone: 313-32-27307

>>> Fax: 313-32-31788

>>> E-mail: msander6@ford.com

>>>

>>

>>

>> ---Original Message---

>> From: cchang9 [mailto:cchang9@ford.com]

>> Sent: Monday, May 13, 2002 12:33 AM

>> To: jhoshino@ford.com; Sanders, Muriel (M.S.)

>> Cc: hsu c. c.

>> Subject: Re: U204/J14 3.0L engine stall issue.

>>

>>

>> Muriel :

>>

> > Rally, you have the normal Idle situation. I have tried the three
> > vehicle. <
> > one is customer complain engine stall vehicle, the other is new CKD
> > vehicle
> > > All of the vehicle have the same situation of Idle dips. Our PCM
> level
> > is
> > 2L8A-12A650-BC. Which level is your vehicle assy ?
> > I will check more, If any more information, I will let you know. Thx.
> >
> > By the way, I guess there is "another" air flow into the intake
> manifold
> > <
> > not pass through the MAF >. When I apply brake, it make the "SHRTFT"
> > become
> > high. When we release the brake, there are not "another" air flow. So,
> > we
> > suppose that "SHRTFT" increase to enrich fuel due to some air from
> > booster
> > makes lean combustion. Then, the engine is on rich fuel condition, if
> > we
> > release brake and apply PAS a little, additional load may cause engine
> > stall
> > casually. Up to now, we haven't tried out the engine stall condition,
> > but
> > engine may down to 450rpm.
> >
> > Besides, would you please provide us the relationship between TPS &
> MAF.
> > We
> > can check these data by WDS.
> >
> > Best Regards.
> > C.K. Chang
> > Taiwan FLH/LVT
> > Vehicle Test and Development Engineer
> >

>> — Original Message —

>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>> Sent: Saturday, May 11, 2002 3:41 AM

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>>> Mr. Chang,

>>>

>>> I tried the sequence you listed below on a couple of our vehicles

>> today.

>>> I did not have any idle dips or high "SHRTFT" during or after the

>> test.

>>> Did this only happen on 1 vehicle? If so, I would check the MAF

>> sensor

>>> gasket. There are now several reports (both Mazda and Ford) of MAF

>>> sensor gaskets not installed correctly or missing in some cases.

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31785

>>>> E-mail: msander6@ford.com

>>>>

>>>

>>>

>>> —Original Message—

>>> From: cchang9 [mailto:cchang9@ford.com]

>>> Sent: Friday, May 10, 2002 4:24 AM

>>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)

>>> Cc: Jao Jack; hsu c. c.; Ting F.K.

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>

>>>> Muriel:

>>>>

>>> We find one idle unstable condition from our CKD 3.0L vehicle and
> KCAP
>>> J14
>>> 3.0L vehicle. Maybe you can test follow below situation,
>>> 1. Keep your vehicle in "P" or "N" gear.
>>> 2. Let A/C on
>>> 3. Let the ECT over 88C
>>> 4. Tip In/out several times
>>> 5. Apply heavy brake over "Ten" times.
>>> When you apply your brake, you will see your "SHRTFT" increase over
>> 30%.
>>> 6. Release brake, then turn steering wheel < slight > and release
>>> steering
>>> wheel.
>>> 7. See the RPM situation, RPM will down to 450~500RPM.
>>>
>>> You can see the attachment file first. One is the WDS file, another
> is
>>> the
>>> pic file. I have test the other model vehicles, include U204 2.0L
>> model.
>>> no
>>> such condition.
>>>
>>> C.K. Chang
>>> Taiwan FLH/LVT
>>> Vehicle Test and Development Engineer
>>> Mailto: cchang9@ford.com

>>>

>>>

>>> --- Original Message ---

>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>>> Sent: Thursday, May 09, 2002 8:35 PM

>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>>> I am assuming that you have also preformed all the fixes in the
> ISM
>> |
>>>> sent. The TSB and ISM relate to stalls that occur on Escapes and
>>>> Tributes traveling about 30-45mph on closed throttle
> decelerations.
>>>> This is the first time I have heard about a stall when shifting
> from
>>>> drive to reverse.
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msander6@ford.com

>>>>>
>>>>>
>>>>>

>>>>> -----Original Message-----
>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>> To: Sanders, Muriel (M.S.)
>>>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>
>>>>> Muriel :

>>>>>
>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
> vehicle
>>>> easy
>>>>> PCM
>>>>> with the 2L8A-12A650-BC < latest level > and the milage is
> 2612km.
>> It
>>>>> occur

>>> on the general road while 40kph driving. When the customer drive
> to
>>> the
>>> garage and shift to "R" gear, it occur again. So, the engine stall
>>> occur
>>>> 2
>>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC
> is
>>>> normal
>>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%). We
> also
>>>> check
>>>> the Ground status (normal). We can't find any defect parts by
>> follow
>>>> the
>>>> TSB 02-8-6.
>>>>
>>>> So, how do you deal with your engine stall vehicle while TSB
> 02-8-6
>>>> can't
>>>> fix the issue ? Does the engine stall have any relation about
>>>> calibration
>>>> problem ? I have seen the ICCD about the NA engine stall issue. It
>> is
>>>> the
>>>> high rate. What do you do ?
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>>
>>>> — Original Message —
>>>> From: "Sanders, Murtel (M.S.)" <msander5@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> Sent: Wednesday, May 01, 2002 3:56 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>
>>>>

>>>>> Attached is the draft of the ISM that will support the TSB. It
>>>> should
>>>>> be submitted by the end of the week.

>>>>>

>>>>>> Muriel Sanders
>>>>>> U204 3.0L Calibration
>>>>>> Ford Motor Company
>>>>>> Phone: 313-32-27307
>>>>>> Fax: 313-32-31786
>>>>>> E-mail: msanders6@ford.com

>>>>>>
>>>>>>
>>>>>>

>>>>> —Original Message—

>>>>> From: Dalbo, Bob (R.J.)
>>>>> Sent: Tuesday, April 30, 2002 2:03 PM
>>>>> To: Sanders, Muriel (M.S.)
>>>>> Cc: Chang, Chia Kal (C.)
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>

>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>

>>>>>> Bob Dalbo
>>>>>> 3.0L Calibration Supervisor
>>>>>> Outfitters Calibration, NAT
>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>>
>>>>>>

>>>>> —Original Message—

>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>> To: Dalbo, Bob (R.J.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>> Bob :
>>>>
>>>> From your information, the TSB can fix 85% engine stall issue.
> So,
>>>> there
>>>> are
>>>> another ISM can fix the engine stall issue! Can you support
> about
>>>> the
>>>> ISM
>>>> information ? We Taiwan FLH need the overall engine stall
>>> information
>>>> to
>>>> verify all possible cause. Or, you can tell me the ISM progress.
>>>>
>>>> Best Regards
>>>>
>>>> G.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>>
>>>>
>>>>
>>>> — Original Message —
>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>>> To: "Chang, Chia Kal (C.)" <cchang9@ford.com>; "McGee, Brett
>> (B.L.)"
>>>> <bmcgee@ford.com>
>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett
> (B.L.)"
>>>> <bmcgee@ford.com>

>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Our current understanding is that TSB 02-8-6 should fix about
>> 85%
>>> of
>>>>> stalling complaints. There is an ISM in the approval process
> to
>>>>> address
>>>>> the remaining fraction of stalling complaints not covered by
>>> normal
>>>>> diagnostic processes or the TSB.

>>>>>>
>>>>>> Bob Dalbo
>>>>>> 3.0L Calibration Supervisor
>>>>>> Outfitters Calibration, NAT
>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31788
>>>>>> Pager: (313) 795-2869 Email: rdalbo@ford.com
>>>>>>
>>>>>>

>>>>>> —Original Message—
>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>
>>>>>>
>>>>>> Bob & McGee:
>>>>>>
>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
> check
>>>> about
>>>>> 8
>>>>>> steps. Our top manager need to understand, does the TSB 02-8-6
>> can

>>>>> effective
>>>>> fix the engine stall issue or the effective percentage ?
>>>>> Another question, we have one U204 2.0L vehicle has the
> similar
>>>> engine
>>>>> stall
>>>>> issue, it also happened on the idle status <stop at traffic
>> light
>>>>.
>>>>> But
>>>>> the
>>>>> vehicle has the idle RPM unstable issue, when parking "P"
> gear,
>>> the
>>>>> RPM
>>>>> will
>>>>> arise to 2700rpm.
>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
>>>> vehicles
>>>>> are
>>>>> engine stall by our local wiring design issue. (crankshaft
>> sensor
>>>>> wire
>>>>> shorting) Another one is this Idle unstable vehicle. >
>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>>> vehicle.
>>>>> Thx.
>>>>>>
>>>>>>
>>>>>> Best Regards
>>>>>> C.K. Chang
>>>>>> FLHLVT
>>>>>> Vehicle Test and Development Engineer
>>>>>>
>>>>>>
>>>>>>
>>>>>>

>>>>

From: cchang9@ford.com
Sent: Wednesday, July 17, 2002 10:52 PM
To: Hoshino, Jun (J.); Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel & Hoshino san:

How are you ? There is a long time without connection with you. I have two J14 3.0L engine stall case which has update the PCM software <-BD> to the robust level before. Do you have the same problem ? I will re-confirm the vehicle tomorrow. If I have any more detail data, I will let you know. But, can you tell me "How many vehicle with the robust PCM software have the engine stall concern in your site ?"

C.K. Chang
Taiwan FLH
Local Vehicle Team
Vehicle Test and Development Engineer

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

From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
To: "Sanders, Muriel (M.S.)" <msander8@ford.com>
Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.J.)" <rdalbo@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>
Sent: Thursday, May 30, 2002 5:02 PM
Subject: RE: U204/J14 3.0L engine stall issue.

> Muriel,
> Did you have chance to investigate Idle dip with tip in condition?
>
> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager

> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>

>

> —Original Message—

> From: Sanders, Muriel (M.S.)
> Sent: Thursday, May 23, 2002 5:55 AM
> To: Hoshino, Jun (J.)
> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> We'll investigate and get back to you. Thanks.

>

>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company
>> Phone: 313-32-27307
>> Fax: 313-32-31788
>> E-mail: msanders@ford.com

>>

>

>

> —Original Message—

> From: Hoshino, Jun (J.)
> Sent: Wednesday, May 22, 2002 5:47 AM
> To: Sanders, Muriel (M.S.)
> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob
> (R.J.); Cheng, Chia Kai (C.)
> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> Muriel,

>

> I have got another idle dip situation from Japan dealer.
> Symptom: engine stall while parking maneuver
> Mileage: 9074km (8085mil)
> Calibration: 1L7A-BDB

- >
- > Dealer could not duplicate engine stall at workshop, however they found
- > out idle dip condition under the following sequence.
- >
- > 1. Any shift ranges (PNRD..) are ok for confirmation.
- > 2. Vehicle stationary with Idle (about 700 to 750rpm).
- > 3. Tip in the accelerator slightly (do not exceed 1000rpm).
- > 4. Engine rpm will dip to less than 600 rpm.
- > 5. Engine rpm will return to about 700 to 750rpm after dipping.
- >
- > According to the dealer technician, engine rpm marked less than 500 rpm
- > on this concerned vehicle. To shift from 2 to D while dipping will make
- > worse this condition (330rpm). Technician has replaced IAC valve
- > (because IAC% was 43% at N range), then dipping condition has been
- > improved (about 600rpm).
- > However, dipping is still remain. (No engine stall has been occurred so
- > far.)
- >
- > I also could experience the same condition on my FCSD vehicle
- > (Calibration: 1L7A-BCB, drop to 590rpm).
- > So, I would like to here your thought, is this condition induces engine
- > stall condition?
- > I think, engine stall may be not occurred if engine components (such as
- > IAC) are everything OK. But once failure has been occurred on the
- > components (ex: IAC valve slight stick), engine stall will be occurred
- > easily...
- >
- > Jun Hoshino
- > RHD Escape/Maverick FCSD PVT Program Manager
- > PVT & Field Support, Vehicle Service & Programs
- > Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220
- >
- >
- > ~~Original Message~~
- > From: Sanders, Muriel (M.S.)
- > Sent: Saturday, May 18, 2002 5:19 AM
- > To: Hoshino, Jun (J.)

> Subject RE: U204/J14 3.0L engine stall issue.
>
>
> I haven't been able to get a vehicle with the new calibration to stall
> (or rpm dip) doing this - I tried again today. I am going to have
> another person in the group look at this and see what he thinks. He is
> out of the office until Monday so I'll talk to him then.

>
>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company
>> Phone: 313-32-27307
>> Fax: 313-32-31788
>> E-mail: msander6@ford.com

>>

>

>

> —Original Message—

> From: Hoshino, Jun (J.)
> Sent: Friday, May 17, 2002 8:39 AM
> To: Sanders, Muriel (M.S.)
> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett
> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Cheng,
> Chia Kai (C.)
> Subject RE: U204/J14 3.0L engine stall issue.

>

>

> Muriel,
> Do you have any comment?

>

> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>

> —Original Message—

> From: Hoshino, Jun (J.)

> Sent: Tuesday, May 14, 2002 6:48 PM
> To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)
> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett
> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
> Chia Kai,
> Today I have visited Ford Dealer and verified your concern on dealer
> demo vehicle and FCSD vehicle.
>
> Dealer demo vehicle:
> Mirage: 376km (235mil)
> Calibration: 1L8LI-GE (NO stall robustness calibration)
> IAC at P range with no load: 34.38%
> The lowest drop RPM: 530rpm
>
> FCSD vehicle:
> Mirage: 17451km (10807mil)
> Calibration: 1L7A-BCB (stall robustness calibration)
> IAC at P range with no load: 38.67.%
> The lowest drop RPM: 490rpm
>
> I have experienced RPM drop when I tried the sequence (while SHRTFTs
> were over 30%) on both vehicles.
> I also tried on D/N range, but not so dropped.
>
> Muriel,
> According to today's verification, FCSD vehicle have similar condition
> (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD
> vehicle to latest level a month ago). However I have never been
> experienced any engine stall so far(I have been driving this vehicle in
> January '01).
> So, the sequence is unlikely customer's usage, do you think this
> phenomenon induces engine stall condition?
> If yes, we need stall robust robustness at parking maneuver.
>

> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220
> --- Original Message ---
> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Tuesday, May 14, 2002 3:08 AM
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
>> There is a newer calibration than the one you gave (2L8A-12A650-BD).
>> This would be the stall robustness calibration.
>>
>> I tried a couple more vehicles today. I was able to duplicate your
>> problem, but it was on a vehicle without the latest stall robustness
>> calibration. The RPM didn't drop every time I did the sequence. The
>> vehicles with the newest calibration did not any problems. Try
>> updating your calibration and let me know if you still have the same
>> situation.
>>
>>> Muriel Sanders
>>> U204 3.0L Calibration
>>> Ford Motor Company
>>> Phone: 313-32-27307
>>> Fax: 313-32-31788
>>> E-mail: msander6@ford.com
>>>
>>
>>
>> ---Original Message---
>> From: cchang9 [mailto:cchang9@ford.com]
>> Sent: Monday, May 13, 2002 12:33 AM
>> To: jhoshino@ford.com; Sanders, Muriel (M.S.)
>> Co: hau c. c.
>> Subject: Re: U204/J14 3.0L engine stall issue.
>>

>>
>> Muriel :
>>
>> Rely, you have the normal idle situation. I have tried the three
>> vehicle. <
>> one is customer complain engine stall vehicle, the other is new CKD
>> vehicle
>>> All of the vehicle have the same situation of idle dips. Our PCM
> level
>> is
>> 2L8A-12A850-BC. Which level is your vehicle assy ?
>> I will check more, if any more information, I will let you know. Thx.
>>
>> By the way, I guess there is "another" air flow into the intake
> manifold
>> <
>> not pass through the MAF >. When I apply brake, it make the "SHRTFT"
>> become
>> high. When we release the brake, there are not "another" air flow. So,
>> we
>> suppose that "SHRTFT" increase to enrich fuel due to some air from
>> booster
>> makes lean combustion. Then, the engine is on rich fuel condition, if
> we
>> release brake and apply PAS a little, additional load may cause engine
>> stall
>> casually. Up to now, we haven't tried out the engine stall condition,
>> but
>> engine may down to 450rpm.
>>
>> Besides, would you please provide us the relationship between TPS &
> MAF.
>> We
>> can check these data by WDS.
>>
>> Best Regards.
>> C.K. Chang

>> Taiwan FLH/LVT

>> Vehicle Test and Development Engineer

>>

>> — Original Message —

>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>> Sent: Saturday, May 11, 2002 3:41 AM

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>>> Mr. Chang,

>>>

>>> I tried the sequence you listed below on a couple of our vehicles

>> today.

>>> I did not have any idle dips or high "SHRTFT" during or after the

>> test.

>>> Did this only happen on 1 vehicle? If so, I would check the MAF

>> sensor

>>> gasket. There are now several reports (both Mazda and Ford) of MAF

>>> sensor gaskets not installed correctly or missing in some cases.

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31786

>>>> E-mail: msander6@ford.com

>>>>

>>>

>>>

>>> —Original Message—

>>> From: cchang9 [mailto:cchang9@ford.com]

>>> Sent: Friday, May 10, 2002 4:24 AM

>>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)

>>> Cc: Jao Jack; hsu c. c.; Ting F.K.

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>
>>> Muriel :
>>>
>>> We find one Idle unstable condition from our CKD 3.0L vehicle and
> KCAP
>>> J14
>>> 3.0L vehicle. Maybe you can test follow below situation,
>>> 1. Keep your vehicle in "P" or "N" gear.
>>> 2. Let A/C on
>>> 3. Let the ECT over 88C
>>> 4. Tip In/out several times
>>> 5. Apply heavy brake over "Ten" times.
>>> When you apply your brake, you will see your "SHRTFT" increase over
>> 30%.
>>> 6. Release brake, then turn steering wheel < slight > and release
>>> steering
>>> wheel.
>>> 7. See the RPM situation, RPM will down to 450-500RPM.
>>>
>>> You can see the attachment file first. One is the WDS file, another
> is
>>> the
>>> pic file. I have test the other model vehicles, include U204 2.0L
>> model,
>>> no
>>> such condition.
>>>
>>> C.K. Chang
>>> Taiwan FLH/LVT
>>> Vehicle Test and Development Engineer
>>> Mailto: cchang9@ford.com
>>>
>>>
>>> — Original Message —
>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>> Sent: Thursday, May 09, 2002 8:35 PM

>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> I am assuming that you have also preformed all the fixes in the
> ISM
>> |
>>>> sent. The TSB and ISM relate to stalls that occur on Escapes and
>>>> Tributes traveling about 30-45mph on closed throttle
> decelerations.
>>>> This is the first time I have heard about a stall when shifting
> from
>>>> drive to reverse.
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msander6@ford.com

>>>>>
>>>>>
>>>>>

>>>> —Original Message—
>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>> To: Sanders, Muriel (M.S.)
>>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>
>>>>

>>>> Muriel :
>>>>
>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
> vehicle
>>> easy
>>>> PCM
>>>>> with the 2L8A-12A850-BC < latest level > and the mileage is

> 2612km.
> > It
> > > occur
> > > on the general road while 40kph driving. When the customer drive
> to
> > > the
> > > garage and shift to "R" gear, it occur again. So, the engine stall
> > > occur
> > > 2
> > > times. We follow the TSB 02-8-6 to check "step by step", the IAC
> 怠
> > > normal
> > > (34%) and the EVAPVM is normal (0% -> 84% -100% -> 0%). We
> also
> > > check
> > > the Ground status (normal). We can't find any defect parts by
> > follow
> > > the
> > > TSB 02-8-6.
> > >
> > > So, how do you deal with your engine stall vehicle while TSB
> 02-8-6
> > > can't
> > > fix the issue ? Does the engine stall have any relation about
> > > calibration
> > > problem ? I have seen the ICCD about the NA engine stall issue. It
> > is
> > > the
> > > high rate. What do you do ?
> > >
> > > C.K. Chang
> > > Taiwan FLH/LVT
> > > Vehicle Test and Development Engineer
> > > Mailto: cchang9@ford.com
> > >
> > >
> > > --- Original Message ---

>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <cchang8@ford.com>
>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>> Sent: Wednesday, May 01, 2002 3:58 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>
>>>

>>>> Attached is the draft of the ISM that will support the TSB. It
>>> should

>>>> be submitted by the end of the week.

>>>>

>>>>> Muriel Sanders

>>>>> U204 3.0L Calibration

>>>>> Ford Motor Company

>>>>> Phone: 313-32-27307

>>>>> Fax: 313-32-31786

>>>>> E-mail: msander6@ford.com

>>>>>

>>>>>

>>>>>

>>>>> —Original Message—

>>>>> From: Dalbo, Bob (R.J.)

>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>> To: Sanders, Muriel (M.S.)

>>>>> Cc: Chang, Chia Kai (C.)

>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>

>>>>> Bob Dalbo

>>>>> 3.0L Calibration Supervisor

>>>>> Outfitters Calibration, NAT

>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>

>>>>>

>>>> ---Original Message---

>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>> To: Dalbo, Bob (R.J.)

>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Bob :

>>>>

>>>> From your information, the TSB can fix 85% engine stall issue.

> So,

>>>> there

>>>> are

>>>> another ISM can fix the engine stall issue? Can you support

> about

>>> the

>>>> ISM

>>>> information? We Taiwan FLH need the overall engine stall

>>> information

>>>> to

>>>> verify all possible cause. Or, you can tell me the ISM progress.

>>>>

>>>> Best Regards

>>>>

>>>> C.K. Chang

>>>> FLH/LVT

>>>> Vehicle Test and Development Engineer

>>>> Mailto: cchang9@ford.com

>>>>

>>>>

>>>>

>>>>

>>>> --- Original Message ---

>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett

>> (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett
> (B.L.)"
>>>> <bmcgee@ford.com>
>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>>> Our current understanding is that TSB 02-8-6 should fix about
>> 85%
>>> of
>>>>> stalling complaints. There is an ISM in the approval process
> to
>>>>> address
>>>>>> the remaining fraction of stalling complaints not covered by
>>> normal
>>>>>> diagnostic processes or the TSB.
>>>>>>
>>>>>> Bob Dalbo
>>>>>> 3.0L Calibration Supervisor
>>>>>> Outfitters Calibration, NAT
>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31788
>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>>>
>>>>>>
>>>>>> —Original Message—
>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>
>>>>>>
>>>>>> Bob & McGee:
>>>>>>
>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
> check
>>>>> about

>>>> 8
>>>>> steps. Our top manager need to understand, does the TSB 02-8-6
>> can
>>>>> effective
>>>>> fix the engine stall issue or the effective percentage ?
>>>>> Another question, we have one U204 2.0L vehicle has the
> similar
>>>> engine
>>>>> stall
>>>>> issue, it also happened on the idle status <stop at traffic
>> light
>>>>.
>>>>> But
>>>>> the
>>>>> vehicle has the idle RPM unstable issue, when parking "P"
> gear,
>>> the
>>>>> RPM
>>>>> will
>>>>> arise to 2700rpm.
>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
>>>>> vehicles
>>>>>> are
>>>>>> engine stall by our local wiring design issue. (crankshaft
>> sensor
>>>>> wire
>>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>>>> vehicle.
>>>>>> Thx.
>>>>>>
>>>>>>
>>>>>> Best Regards
>>>>>> C.K. Chang
>>>>>> FLH/LVT
>>>>>> Vehicle Test and Development Engineer
>>>>>>

>>>>>
>>>>>
>>>>>
>>>>>

From: McGee, Brett (B.L.)
Sent: Wednesday, June 28, 2002 3:58 AM
To: Sanders, Muriel (M.S.)
Subject: RE: U204/J14 3.0L engine stall issue.

Sorry, I think the original question was related to -- "Idle dip with tip in condition" -- any update.

Also, could you add me to the Engine Stalls meeting minutes distribution list?
Thanks.

よろしくお願ひします。

Brett McGee
Ford Resident Engineer - Hofu Assembly Plant
e-mail: bmcgee@ford.com
Telephone: 011-81-82-287-1095
Fax: 011-81-82-287-5399

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

From: McGee, Brett (B.L.)
Sent: Tuesday, June 25, 2002 2:08 PM
To: Sanders, Muriel (M.S.)
Cc: Hoshino, Jun (J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel, can you send Jun and I the latest status on the Engine Stalls issue? Thanks.

よろしくお願ひします。

Brett McGee
Ford Resident Engineer - Hofu Assembly Plant
e-mail: bmcgee@ford.com
Telephone: 011-81-82-287-1095
Fax: 011-81-82-287-5399

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

From: Hoshino, Jun (J.)
Sent: Thursday, June 20, 2002 6:20 PM
To: Sanders, Muriel (M.S.)

Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Any information?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Hoshino, Jun (J.)
Sent: Thursday, May 30, 2002 8:02 PM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Did you have chance to investigate Idle dip with tip in condition?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Sanders, Muriel (M.S.)
Sent: Thursday, May 23, 2002 5:55 AM
To: Hoshino, Jun (J.)
Subject: RE: U204/J14 3.0L engine stall issue.

We'll investigate and get back to you. Thanks.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31788
> E-mail: msanders@ford.com
>

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

From: Hoshino, Jun (J.)
Sent: Wednesday, May 22, 2002 5:47 AM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,

I have got another idle dip situation from Japan dealer.

Symptom: engine stall while parking maneuver

Milage: 9074km (6065mil)

Calibration: 1L7A-BDB

Dealer could not duplicate engine stall at workshop, however they found out idle dip condition under the following sequence.

1. Any shift ranges (PNRD..) are ok for confirmation.
2. Vehicle stationary with idle (about 700 to 750rpm).
3. Tip in the accelerator slightly (do not exceed 1000rpm).
4. Engine rpm will dip to less than 600 rpm.
5. Engine rpm will return to about 700 to 750rpm after dipping.

According to the dealer technician, engine rpm marked less than 600 rpm on this concerned vehicle. To shift from 2 to D while dipping will make worse this condition (320rpm). Technician has replaced IAC valve (because IAC% was 43% at N range), then dipping condition has been improved (about 600rpm).

However, dipping is still remain. (No engine stall has been occurred so far.)

I also could experience the same condition on my FCSD vehicle (Calibration: 1L7A-BCB, drop to 590rpm).

So, I would like to here your thought, is this condition induces engine stall condition?

I think, engine stall may be not occurred if engine components (such as IAC) are everything OK. But once failure has been occurred on the components (ex; IAC valve slight stick), engine stall will be occurred easily...

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Sanders, Muriel (M.S.)
Sent: Saturday, May 18, 2002 5:19 AM
To: Hoshino, Jun (J.)

Subject: RE: U204/J14 3.0L engine stall issue.

I haven't been able to get a vehicle with the new calibration to stall (or rpm dip) doing this - I tried again today. I am going to have another person in the group look at this and see what he thinks. He is out of the office until Monday so I'll talk to him then.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Hoshino, Jun (J.)
Sent: Friday, May 17, 2002 8:39 AM
To: Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Do you have any comment?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Hoshino, Jun (J.)
Sent: Tuesday, May 14, 2002 6:48 PM
To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,
Today I have visited Ford Dealer and verified your concern on dealer demo vehicle and FCSD vehicle.

Dealer demo vehicle:
Mirage: 376km (235mil)
Calibration: 1L8U-GE (NO stall robustness calibration)

IAC at P range with no load: 34.38%
The lowest drop RPM: 530rpm

FCSD vehicle:

Mirage: 17451km (10907mil)
Calibration: 1L7A-BCB (stall robustness calibration)
IAC at P range with no load: 38.67.%
The lowest drop RPM: 490rpm

I have experienced RPM drop when I tried the sequence (while SHRTFTs were over 30%) on both vehicles.

I also tried on D/N range, but not so dropped.

Muriel,

According to today's verification, FCSD vehicle have similar condition (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD vehicle to latest level a month ago). However I have never been experienced any engine stall so far (I have been driving this vehicle in January '01). So, the sequence is unlikely customer's usage, do you think this phenomenon induces engine stall condition?

If yes, we need stall robustness at parking maneuver.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
Sent: Tuesday, May 14, 2002 3:08 AM
Subject: RE: U204/J14 3.0L engine stall issue.

> There is a newer calibration than the one you gave (2L8A-12A650-BD).
> This would be the stall robustness calibration.
>
> I tried a couple more vehicles today. I was able to duplicate your
> problem, but it was on a vehicle without the latest stall robustness
> calibration. The RPM didn't drop every time I did the sequence. The
> vehicles with the newest calibration did not any problems. Try
> updating your calibration and let me know if you still have the same
> situation.
>
>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company
>> Phone: 313-32-27307
>> Fax: 313-32-31766
>> E-mail: msander6@ford.com
>>

>
>
> -----Original Message-----
> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Monday, May 13, 2002 12:33 AM
> To: jhoshino@ford.com; Sanders, Muriel (M.S.)
> Cc: hsu c. c.
> Subject: Re: U204/J14 3.0L engine stall issue.
>
>
> Muriel :
>
> Relly, you have the normal idle situation. I have tried the three
> vehicles. <
> one is customer complain engine stall vehicle, the other is new CKD
> vehicle
> > All of the vehicle have the same situation of idle dips. Our PCM level
> is
> 2L8A-12A650-BC. Which level is your vehicle assy ?
> I will check more, if any more information, I will let you know. Thx.
>
> By the way, I guess there is "another" air flow into the Intake manifold
> <
> not pass through the MAF >. When I apply brake, it make the "SHRTFT"
> become
> high. When we release the brakes, there are not "another" air flow. So,
> we
> suppose that "SHRTFT" increase to enrich fuel due to some air from
> booster
> makes lean combustion. Then, the engine is on rich fuel condition, if we
> release brake and apply PAS a little, additional load may cause engine
> stall
> casually. Up to now, we haven't tried out the engine stall condition,
> but
> engine may down to 450rpm.
>
> Besides, would you please provide us the relationship between TPS & MAF.
> We
> can check these data by WDS.
>
> Best Regards.
> C. K. Chang
> Taiwan FLH/LVT
> Vehicle Test and Development Engineer
>
> ----- Original Message -----
> From: "Sanders, Muriel (M.S.)" <msander3@ford.com>
> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Saturday, May 11, 2002 3:41 AM

> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

>> Mr. Chang,

>>

>> I tried the sequence you listed below on a couple of our vehicles
> today.

>> I did not have any idle dips or high "SHRIFT" during or after the
> test.

>> Did this only happen on 1 vehicle? If so, I would check the MAF
> sensor

>> gasket. There are now several reports (both Mazda and Ford) of MAF
>> sensor gaskets not installed correctly or missing in some cases.

>>

>>> Muriel Sanders

>>> U204 3.0L Calibration

>>> Ford Motor Company

>>> Phone: 313-32-27307

>>> Fax: 313-32-31786

>>> E-mail: msander6@ford.com

>>>

>>

>>

>> -----Original Message-----

>> From: cchang9 [mailto:cchang9@ford.com]

>> Sent: Friday, May 10, 2002 4:24 AM

>> To: McGee, Brett (B.L.): jhoshino@ford.com; Sanders, Muriel (M.S.)

>> Co: Jao Jack; hau c. c.; Ting P.K.

>> Subject: Re: U204/J14 3.0L engine stall issue.

>>

>>

>> Muriel :

>>

>> We find one idle unstable condition from our CKD 3.0L vehicle and KCAP

>> J14

>> 3.0L vehicle. Maybe you can test follow below situation,

>> 1. Keep your vehicle in "P" or "N" gear.

>> 2. Let A/C on

>> 3. Let the ECT over 88C

>> 4. Tip in/out several times

>> 5. Apply heavy brake over "Ten" times.

>> When you apply your brake, you will see your "SHRIFT" increase over
> 30%.

>> 6. Release brake, then turn steering wheel < slight > and release
>> steering

>> wheel.

>> 7. See the RPM situation, RPM will down to 450~500RPM.

>>

>> You can see the attachment file first. One is the WDS file, another is

>> the
>> pic file. I have test the other model vehicles, include U204 2.0L
> model,
>> no
>> such condition.
>>
>> C. K. Chang
>> Taiwan FLH/LVT
>> Vehicle Test and Development Engineer
>> Mailto: cchang9@ford.com
>>
>>

>> ----- Original Message -----
>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>> Sent: Thursday, May 09, 2002 8:35 PM
>> Subject: RE: U204/J14 3.0L engine stall issue.
>>
>>

>>> I am assuming that you have also preformed all the fixes in the ISM
> I
>>> sent. The TSB and ISM relate to stalls that occur on Escapes and
>>> Tributes traveling about 30-45mph on closed throttle decelerations.
>>> This is the first time I have heard about a stall when shifting from
>>> drive to reverse.
>>>

>>>> Muriel Sanders
>>>> U204 3.0L Calibration
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>>>> Phone: 313-32-27307
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>>> -----Original Message-----
>>> From: cchang9 [mailto:cchang9@ford.com]
>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>> To: Sanders, Muriel (M.S.)
>>> Cc: heu c. c.; Dalbo, Bob (R.J.)
>>> Subject: Re: U204/J14 3.0L engine stall issue.
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>>>
>>>

>>> Muriel :
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>>> Today, we deal with one U204 3.0L engine stall vehicle. The vehicle
>> assy
>>> PCM
>>> with the 2L8A-12A650-BC < latest level > and the millage is 2612km.

> It
>>> occur
>>> on the general road while 40kph driving. When the customer drive to
>> the
>>> garage and shift to "R" gear, it occur again. So, the engine stall
>> occur
>>> 2
>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC is
>>> normal
>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%). We also
>>> check
>>> the Ground status (normal). We can't find any defect parts by
> follow
>>> the
>>> TSB 02-8-6.
>>>
>>> So, how do you deal with your engine stall vehicle while TSB 02-8-6
>>> can't
>>> fix the issue ? Does the engine stall have any relation about
>>> calibration
>>> problem ? I have seen the ICCD about the NA engine stall issue. It
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>>> C. K. Chang
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>>> Mailto: cchang9@ford.com
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>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>> Sent: Wednesday, May 01, 2002 3:56 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
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>>>> Attached is the draft of the ISM that will support the TSB. It
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>>>> be submitted by the end of the week.
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>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msander6@ford.com

>>>>
>>>
>>>

>>> -----Original Message-----

>>> From: Dalbo, Bob (R.J.)
>>> Sent: Tuesday, April 30, 2002 2:03 PM
>>> To: Sanders, Muriel (M.S.)
>>> Cc: Chang, Chia Kai (C.)
>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>
>>>

>>> Please provide status of the stall ISM to Mr. Chang.

>>>

>>> Bob Dalbo
>>> 3.0L Calibration Supervisor
>>> Outfitters Calibration, NAT
>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>
>>>

>>> -----Original Message-----

>>> From: cchang9 [mailto:cchang9@ford.com]
>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>> To: Dalbo, Bob (R.J.)
>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>
>>>

>>> Bob :

>>>

>>> From your information, the TSB can fix 85% engine stall issue. So,
>>> there
>>> are
>>> another ISM can fix the engine stall issue! Can you support about
>> the

>>> ISM

>>> information ? We Taiwan FLH need the overall engine stall

>> information

>>> to

>>> verify all possible cause. Or, you can tell me the ISM progress.

>>>

>>> Best Regards

>>>

>>> C. K. Chang
>>> FLH/LVT
>>> Vehicle Test and Development Engineer
>>> Mailto: cchang9@ford.com

>>>
>>>
>>>

>>>>
>>>> ----- Original Message -----
>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
>>>> (B.L.)"
>>>> <bmcgee@ford.com>
>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett (B.L.)"
>>>> <bmcgee@ford.com>
>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
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>>>>
>>>>> Our current understanding is that TSB 02-8-6 should fix about
>>>>> 85%
>>>>> of
>>>>> stalling complaints. There is an ISM in the approval process to
>>>>> address
>>>>> the remaining fraction of stalling complaints not covered by
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>>>>> 3.0L Calibration Supervisor
>>>>> Outfitters Calibration, NAT
>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>>
>>>>>
>>>>> -----Original Message-----
>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Bob & McGee:
>>>>>
>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to check
>>>>> about
>>>>> 8
>>>>> steps. Our top manager need to understand, does the TSB 02-8-6
>>>>> can
>>>>> effective
>>>>> fix the engine stall issue or the effective percentage ?
>>>>> Another question, we have one U204 2.0L vehicle has the similar
>>>>> engine
>>>>> stall
>>>>> issue, it also happened on the idle status <stop at traffic

> light
>>>
>>>> But
>>>>> the
>>>>> vehicle has the idle RPM unstable issue, when parking "P" gear,
>> the
>>>> RPM
>>>>> will
>>>>> arise to 2700rpm.
>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
>>> vehicles
>>>>> are
>>>>> engine stall by our local wiring design issue. (crankshaft
> sensor
>>>> wire
>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>> vehicle.
>>>>> Thx.
>>>>>
>>>>>
>>>>> Best Regards
>>>>> C. K. Chang
>>>>> FLH/LVT
>>>>> Vehicle Test and Development Engineer
>>>>>
>>>>>
>>>>>
>>>>
>>>>

From: McGee, Brett (B.L.)
Sent: Tuesday, June 25, 2002 1:08 AM
To: Sanders, Muriel (M.S.)
Cc: Hoshino, Jun (J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel, can you send Jun and I the latest status on the Engine Stalls issue?
Thanks.

よろしくお願ひします。

Brett McGee
Ford Resident Engineer - Hofu Assembly Plant
e-mail: bmcgee@ford.com
Telephone: 011-81-82-287-1095
Fax: 011-81-82-287-5399

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

From: Hoshino, Jun (J.)
Sent: Thursday, June 20, 2002 6:20 PM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Any information?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Hoshino, Jun (J.)
Sent: Thursday, May 30, 2002 6:02 PM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Did you have chance to investigate Idle dip with tip in condition?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Sanders, Muriel (M.S.)
Sent: Thursday, May 23, 2002 5:55 AM
To: Hoshino, Jun (J.)
Subject: RE: U204/J14 3.0L engine stall issue.

We'll investigate and get back to you. Thanks.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company

> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Hoshino, Jun (J.)
Sent: Wednesday, May 22, 2002 5:47 AM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,

I have got another idle dip situation from Japan dealer.
Symptom: engine stall while parking maneuver
Mileage: 9074km (6065mil)
Calibration: 1L7A-BDB

Dealer could not duplicate engine stall at workshop, however they found out idle dip condition under the following sequence.

1. Any shift ranges (PNRD..) are ok for confirmation.
2. Vehicle stationary with idle (about 700 to 750rpm).
3. Tip in the accelerator slightly (do not exceed 1000rpm).
4. Engine rpm will dip to less than 600 rpm.
5. Engine rpm will return to about 700 to 750rpm after dipping.

According to the dealer technician, engine rpm marked less than 500 rpm on this concerned vehicle. To shift from 2 to D while dipping will make worse this condition (330rpm). Technician has replaced IAC valve (because IAC% was 43% at N range), then dipping condition has been improved (about 600rpm).

However, dipping is still remain. (No engine stall has been occurred so far.)

I also could experience the same condition on my FCSD vehicle (Calibration: 1L7A-BCB, drop to 590rpm).

So, I would like to here your thought, is this condition induces engine stall condition?
I think, engine stall may be not occurred if engine components (such as IAC) are everything OK.
But once failure has been occurred on the components (ex; IAC valve slight stick), engine stall will be occurred easily...

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Sanders, Muriel (M.S.)
Sent: Saturday, May 18, 2002 5:19 AM
To: Hoshino, Jun (J.)
Subject: RE: U204/J14 3.0L engine stall issue.

I haven't been able to get a vehicle with the new calibration to stall (or rpm dip) doing this - I tried again today. I am going to have another person in the group look at this and see what he thinks. He is out of the office until Monday so I'll talk to him then.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Hoshino, Jun (J.)
Sent: Friday, May 17, 2002 8:39 AM
To: Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Do you have any comment?

Jun Hoshino
RHD Escape/Maverick PCSD PYT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-6220

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

From: Hoshino, Jun (J.)
Sent: Tuesday, May 14, 2002 6:48 PM
To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,
Today I have visited Ford Dealer and verified your concern on dealer demo vehicle and FCSD

vehicle.

Dealer demo vehicle:

Mirage: 376km (235mil)

Calibration: 1L8U-GE (NO stall robustness calibration)

IAC at P range with no load: 34.38%

The lowest drop RPM: 530rpm

FCSD vehicle:

Mirage: 17451km (10907mil)

Calibration: 1L7A-BCB (stall robustness calibration)

IAC at P range with no load: 38.67%

The lowest drop RPM: 490rpm

I have experienced RPM drop when I tried the sequence (while SHRTFTs were over 30%) on both vehicles.

I also tried on D/N range, but not so dropped.

Muriel,

According to today's verification, FCSD vehicle have similar condition (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD vehicle to latest level a month ago). However I have never been experienced any engine stall so far(I have been driving this vehicle in January '01). So, the sequence is unlikely customer's usage, do you think this phenomenon induces engine stall condition?

If yes, we need stall robust robustness at parking maneuver.

Jun Hoshino

R&D Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

Sent: Tuesday, May 14, 2002 3:08 AM

Subject: RE: U204/J14 3.0L engine stall issue.

- > There is a newer calibration than the one you gave (2L8A-12A650-BD).
- > This would be the stall robustness calibration.
- >
- > I tried a couple more vehicles today. I was able to duplicate your
- > problem, but it was on a vehicle without the latest stall robustness
- > calibration. The RPM didn't drop every time I did the sequence. The
- > vehicles with the newest calibration did not any problems. Try
- > updating your calibration and let me know if you still have the same
- > situation.
- >
- > Muriel Sanders
- >> U204 3.0L Calibration

> > Ford Motor Company
> > Phone: 313-32-27307
> > Fax: 313-32-31786
> > E-mail: msander6@ford.com

> >
>
>

> -----Original Message-----

> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Monday, May 13, 2002 12:33 AM
> To: jhoshino@ford.com; Sanders, Muriel (M.S.)
> Cc: hsu c. c.
> Subject: Re: U204/J14 3.0L engine stall issue.

>
>

> Muriel :

>

> Relly, you have the normal idle situation. I have tried the three
> vehicle. <

> one is customer complain engine stall vehicle, the other is new CKD
> vehicle

> > All of the vehicle have the same situation of idle dips. Our PCM level
> is

> 2L8A-12A650-BC. Which level is your vehicle assy ?

> I will check more, if any more information, I will let you know. Thx.

>

> By the way, I guess there is "another" air flow into the Intake manifold

> <

> not pass through the MAF >. When I apply brake, it make the "SHRTFT"
> become

> high. When we release the brake, there are not "another" air flow. So,
> we

> suppose that "SHRTFT" increase to enrich fuel due to some air from
> booster

> makes lean combustion. Then, the engine is on rich fuel condition, if we
> release brake and apply PAS a little, additional load may cause engine
> stall

> casually. Up to now, we haven't tried out the engine stall condition,
> but

> engine may down to 450rpm.

>

> Besides, would you please provide us the relationship between TPS & MAF.

> We

> can check these data by WDS.

>

> Best Regards.

> C. K. Cheng

> Taiwan FLH/LVT

> Vehicle Test and Development Engineer

>
> ----- Original Message -----
> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Saturday, May 11, 2002 3:41 AM
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
>> Mr. Chang,
>>
>> I tried the sequence you listed below on a couple of our vehicles
> today.
>> I did not have any idle dips or high "SHRTFT" during or after the
> test.
>> Did this only happen on 1 vehicle? If so, I would check the MAP
> sensor
>> gasket. There are now several reports (both Mazda and Ford) of MAP
>> sensor gaskets not installed correctly or missing in some cases.
>>
>>> Muriel Sanders
>>> U204 3.0L Calibration
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>>> Fax: 313-32-31786
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>> Cc: Jao Jack; hsu c. c.; Ting F.K.
>> Subject: Re: U204/J14 3.0L engine stall issue.
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>> When you apply your brake, you will see your "SHRTFT" increase over
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>> Taiwan FLH/LVT
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>> Mailto: cchang9@ford.com
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>>>> Muriel Sanders
>>>> U204 3.0L Calibration
>>>> Ford Motor Company
>>>> Phone: 313-32-27307
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>>>> E-mail: msander6@ford.com
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>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>> To: Sanders, Muriel (M.S.)
>>> Cc: hsu c. c.: Dalbo, Bob (R.J.)
>>> Subject: Re: U204/J14 3.0L engine stall issue.
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>>> Taiwan FLH/LVT
>>> Vehicle Test and Development Engineer
>>> Mailto: cchang9@ford.com
>>>
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>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>> Sent: Wednesday, May 01, 2002 3:56 AM
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>>>>> Muriel Sanders

>>>> U204 3.0L Calibration
>>>> Ford Motor Company
>>>> Phone: 313-32-27307
>>>> Fax: 313-32-31788
>>>> E-mail: msander6@ford.com

>>>>
>>>>
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>>>> -----Original Message-----

>>>> From: Dalbo, Bob (R. J.)
>>>> Sent: Tuesday, April 30, 2002 2:03 PM
>>>> To: Sanders, Muriel (M.S.)
>>>> Cc: Chang, Chia Kai (C.)
>>>> Subject: RE: U204/J14 3.0L engine stall issue.

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>>>> Please provide status of the stall ISM to Mr. Chang.

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>>>> Bob Dalbo
>>>> 3.0L Calibration Supervisor
>>>> Outfitters Calibration, NAT
>>>> Phone: (313) 24-84947 Fax: (313) 32-31788
>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

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>>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>>> To: Dalbo, Bob (R. J.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.

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>>>> ISM

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>>>> information

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>>>> verify all possible cause. Or, you can tell me the ISM progress.

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>>>> Best Regards

>>>>

>>>> C.K. Chang

>>>> FLH/LVT

>>>> Vehicle Test and Development Engineer

>>>> Mailto: cchang9@ford.com

>>>>

>>>>

>>>>

>>>>

>>>> ——— Original Message ———

>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
> (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Sent: Tuesday, April 30, 2002 4:50 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Our current understanding is that TSB 02-8-6 should fix about

> 85%

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>>>>> stalling complaints. There is an ISM in the approval process to

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>> normal

>>>>> diagnostic processes or the TSB.

>>>>>

>>>>> Bob Dalbo

>>>>> 3.0L Calibration Supervisor

>>>>> Outfitters Calibration, NAT

>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>

>>>>>

>>>>> ———Original Message———

>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>> Sent: Monday, April 29, 2002 8:02 AM

>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)

>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)

>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Bob & McGee:

>>>>>

>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask us to check

>>> about

>>>> 8

>>>>> steps. Our top manager need to understand, does the TSB 02-8-6

> can

>>>>> effective

>>>> fix the engine stall issue or the effective percentage ?
>>>> Another question, we have one U204 2.0L vehicle has the similar
>>> engine
>>>> stall
>>>> issue, it also happened on the idle status <stop at traffic
> light
>>>.
>>>> But
>>>> the
>>>> vehicle has the idle RPM unstable issue, when parking "P" gear,
>> the
>>>> RPM
>>>> will
>>>> arise to 2700rpm.
>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
>>> vehicles
>>>> are
>>>> engine stall by our local wiring design issue. (crankshaft
> sensor
>>>> wire
>>>> shorting) Another one is this idle unstable vehicle. >
>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>> vehicle.
>>>> Thx.
>>>>
>>>>
>>>> Best Regards
>>>> C. K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>>
>>>>
>>>>
>>>>
>>>>

From: Hoshino, Jun (J.)
Sent: Thursday, June 20, 2002 5:20 AM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Any information?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

—Original Message—

From: Hoshino, Jun (J.)
Sent: Thursday, May 30, 2002 6:02 PM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Did you have chance to investigate idle dip with tip in condition?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

—Original Message—

From: Sanders, Muriel (M.S.)
Sent: Thursday, May 23, 2002 5:55 AM
To: Hoshino, Jun (J.)

Subject: RE: U204/J14 3.0L engine stall issue.

We'll investigate and get back to you. Thanks.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

—Original Message—

From: Hoshino, Jun (J.)
Sent: Wednesday, May 22, 2002 5:47 AM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,

I have got another idle dip situation from Japan dealer.

Symptom: engine stall while parking maneuver

Milage: 9074km (6065mil)

Calibration: 1L7A-BDB

Dealer could not duplicate engine stall at workshop, however they found out idle dip condition under the following sequence.

1. Any shift ranges (PNRD..) are ok for confirmation.
2. Vehicle stationary with idle (about 700 to 750rpm).
3. Tip in the accelerator slightly (do not exceed 1000rpm).
4. Engine rpm will dip to less than 600 rpm.
5. Engine rpm will return to about 700 to 750rpm after dipping.

According to the dealer technician, engine rpm marked less than 500 rpm on this concerned vehicle. To shift from 2 to D while dipping will make worse this condition (330rpm). Technician has replaced IAC valve (because IAC% was 43% at N range), then dipping condition has been improved (about 600rpm). However, dipping is still remain. (No engine stall has been occurred so far.)

I also could experience the same condition on my FCSD vehicle (Calibration: 1L7A-BCB, drop to 590rpm). So, I would like to here your thought, is this condition induces engine stall condition?

I think, engine stall may be not occurred if engine components (such as IAC) are everything OK. But once failure has been occurred on the components (ex; IAC valve slight stick), engine stall will be occurred easily...

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

—Original Message—

From: Sanders, Muriel (M.S.)

Sent: Saturday, May 18, 2002 5:19 AM

To: Hoshino, Jun (J.)

Subject: RE: U204/J14 3.0L engine stall issue.

I haven't been able to get a vehicle with the new calibration to stall (or rpm dip) doing this - I tried again today. I am going to have another person in the group look at this and see what he thinks. He is out of the office until Monday so I'll talk to him then.

- > Muriel Sanders
- > U204 3.0L Calibration
- > Ford Motor Company
- > Phone: 313-32-27307
- > Fax: 313-32-31788
- > E-mail: msander6@ford.com
- >

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

From: Hoshino, Jun (J.)

Sent: Friday, May 17, 2002 8:39 AM

To: Sanders, Muriel (M.S.)

Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)

Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,

Do you have any comment?

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Hoshino, Jun (J.)

Sent: Tuesday, May 14, 2002 6:48 PM

To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)

Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)

Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

Today I have visited Ford Dealer and verified your concern on dealer demo vehicle and FCSD vehicle.

Dealer demo vehicle:

Milage: 376km (235mil)

Calibration: 1L8U-GE (NO stall robustness calibration)

IAC at P range with no load: 34.38%

The lowest drop RPM: 530rpm

FCSD vehicle:

Milage: 17451km (10907mil)

Calibration: 1L7A-BCB (stall robustness calibration)

IAC at P range with no load: 38.67.%

The lowest drop RPM: 490rpm

I have experienced RPM drop when I tried the sequence (while SHRTFTs were over 30%) on both vehicles. I also tried on D/N range, but not so dropped.

Muriel,

According to today's verification, FCSD vehicle have similar condition (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD vehicle to latest level a month ago). However I have never been experienced any engine stall so far(I have been driving this vehicle in January '01).

So, the sequence is unlikely customer's usage, do you think this phenomenon induces engine stall condition? If yes, we need stall robustness at parking maneuver.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

Sent: Tuesday, May 14, 2002 3:08 AM

Subject: RE: U204/J14 3.0L engine stall issue.

> There is a newer calibration than the one you gave (2L8A-12A650-BD).

> This would be the stall robustness calibration.

>

> I tried a couple more vehicles today. I was able to duplicate your

> problem, but it was on a vehicle without the latest stall robustness

> calibration. The RPM didn't drop every time I did the sequence. The

> vehicles with the newest calibration did not any problems. Try

> updating your calibration and let me know if you still have the same

> situation.

>

>> Muriel Sanders

>> U204 3.0L Calibration

> > Ford Motor Company
> > Phone: 313-32-27307
> > Fax: 313-32-31786
> > E-mail: msander6@ford.com

> >
>

> —Original Message—

> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Monday, May 13, 2002 12:33 AM
> To: jhoshino@ford.com; Sanders, Muriel (M.S.)
> Cc: hsu c. c.
> Subject: Re: U204/J14 3.0L engine stall issue.

>
>

> Muriel :

>

> Rely, you have the normal Idle situation. I have tried the three

> vehicle. <

> one is customer complain engine stall vehicle, the other is new CKD

> vehicle

> > All of the vehicle have the same situation of idle dips. Our PCM level

> is

> 2L8A-12A650-BC. Which level is your vehicle assy ?

> I will check more, if any more information, I will let you know. Thx.

>

> By the way, I guess there is "another" air flow into the intake manifold

> <

> not pass through the MAF >. When I apply brake, it make the "SHRTFT"

> become

> high. When we release the brake, there are not "another" air flow. So,

> we

> suppose that "SHRTFT" increase to enrich fuel due to some air from

> booster

> makes lean combustion. Then, the engine is on rich fuel condition, if we

> release brake and apply PAS a little, additional load may cause engine

> stall

> casually. Up to now, we haven't tried out the engine stall condition,
> but
> engine may down to 450rpm.
>
> Besides, would you please provide us the relationship between TPS & MAF.
> We
> can check these data by WDS.
>
> Best Regards.
> C.K. Chang
> Taiwan FLH/LVT
> Vehicle Test and Development Engineer

> — Original Message —

> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

> To: "Chang, Chia Kai (C.)" <ochang9@ford.com>

> Sent: Saturday, May 11, 2002 3:41 AM

> Subject: RE: U204/J14 3.0L engine stall issue.

>> Mr. Chang,

>> I tried the sequence you listed below on a couple of our vehicles

> today.

>> I did not have any idle dips or high "SHRTFT" during or after the

> test.

>> Did this only happen on 1 vehicle? If so, I would check the MAF

> sensor

>> gasket. There are now several reports (both Mazda and Ford) of MAF

>> sensor gaskets not installed correctly or missing in some cases.

>>> Muriel Sanders

>>> U204 3.0L Calibration

>>> Ford Motor Company

>>> Phone: 313-32-27307

>>> Fax: 313-32-31788

>>> E-mail: msander6@ford.com

>>>

>>

>>

>> **-----Original Message-----**

>> **From:** cchang9 [mailto:cchang9@ford.com]

>> **Sent:** Friday, May 10, 2002 4:24 AM

>> **To:** McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)

>> **Cc:** Jao Jack; hsu c. c.; Ting F.K.

>> **Subject:** Re: U204/J14 3.0L engine stall issue.

>>

>>

>> **Muriel :**

>>

>> **We find one idle unstable condition from our CKD 3.0L vehicle and KCAP**

>> **J14**

>> **3.0L vehicle. Maybe you can test follow below situation,**

>> **1. Keep your vehicle in "P" or "N" gear.**

>> **2. Let A/C on**

>> **3. Let the ECT over 88C**

>> **4. Tip in/out several times**

>> **5. Apply heavy brake over "Ten" times.**

>> **When you apply your brake, you will see your "SHRTFT" increase over**

>> **30%.**

>> **6. Release brake, then turn steering wheel < slight > and release**

>> **steering**

>> **wheel.**

>> **7. See the RPM situation, RPM will down to 450~500RPM.**

>>

>> **You can see the attachment file first. One is the WDS file, another is**

>> **the**

>> **pic file. I have test the other model vehicles, include U204 2.0L**

>> **model,**

>> **no**

>> **such condition.**

>>

>> **C.K. Chang**

>> **Taiwan FLH/LVT**

> > Vehicle Test and Development Engineer

> > Mailto: cchang9@ford.com

> >

> >

> > ----- Original Message -----

> > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

> > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

> > Sent: Thursday, May 09, 2002 8:35 PM

> > Subject: RE: U204/J14 3.0L engine stall issue.

> >

> >

> > > I am assuming that you have also preformed all the fixes in the ISM

> >

> > > sent. The TSB and ISM relate to stalls that occur on Escapes and

> > > Tributes traveling about 30-45mph on closed throttle decelerations.

> > > This is the first time I have heard about a stall when shifting from

> > > drive to reverse.

> > >

> > > Muriel Sanders

> > > U204 3.0L Callbration

> > > Ford Motor Company

> > > Phone: 313-32-27307

> > > Fax: 313-32-31786

> > > E-mail: msander6@ford.com

> > >

> > >

> > >

> > > -----Original Message-----

> > > From: cchang9 [mailto:cchang9@ford.com]

> > > Sent: Wednesday, May 08, 2002 5:27 AM

> > > To: Sanders, Muriel (M.S.)

> > > Cc: hsu c. c.; Dalbo, Bob (R.J.)

> > > Subject: Re: U204/J14 3.0L engine stall issue.

> > >

> > >

> > > Muriel :

> > >

>>> Today, we deal with one U204 3.0L engine stall vehicle. The vehicle
>> assy
>>> PCM
>>> with the 2LBA-12A65D-BC < latest level > and the millage is 2612km.
> It
>>> occur
>>> on the general road while 40kph driving. When the customer drive to
>> the
>>> garage and shift to "R" gear, it occur again. So, the engine stall
>> occur
>>> 2
>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC is
>>> normal
>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%). We also
>>> check
>>> the Ground status (normal). We can't find any defect parts by
> follow
>>> the
>>> TSB 02-8-6.
>>>
>>> So, how do you deal with your engine stall vehicle while TSB 02-8-6
>>> can't
>>> fix the issue ? Does the engine stall have any relation about
>>> calibration
>>> problem ? I have seen the ICCD about the NA engine stall issue. It
> is
>>> the
>>> high rate. What do you do ?
>>>
>>> C.K. Chang
>>> Taiwan FLH/LVT
>>> Vehicle Test and Development Engineer
>>> Mailto: cchang9@ford.com
>>>
>>>
>>> — Original Message —
>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>> To: "Chang, Chia Kai (C.)" <cchang@ford.com>
>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>> Sent: Wednesday, May 01, 2002 3:58 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>>> Attached is the draft of the ISM that will support the TSB. It
>> should

>>>> be submitted by the end of the week.

>>>>

>>>>> Muriel Sanders

>>>>> U204 3.0L Calibration

>>>>> Ford Motor Company

>>>>> Phone: 313-32-27307

>>>>> Fax: 313-32-31786

>>>>> E-mail: msanders@ford.com

>>>>>

>>>>

>>>>

>>>> —Original Message—

>>>> From: Dalbo, Bob (R.J.)

>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>> To: Sanders, Muriel (M.S.)

>>>> Cc: Chang, Chia Kai (C.)

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>

>>>> Bob Dalbo

>>>> 3.0L Calibration Supervisor

>>>> Outfitters Calibration, NAT

>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>

>>>>

>>>> —Original Message—

>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>>> To: Dalbo, Bob (R.J.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>> Bob :
>>>>
>>>> From your information, the TSB can fix 85% engine stall issue. So,
>>> there
>>>> are
>>>> another ISM can fix the engine stall issue! Can you support about
>> the
>>>> ISM
>>>> information? We Taiwan FLH need the overall engine stall
>> information
>>>> to
>>>> verify all possible causes. Or, you can tell me the ISM progress.
>>>>
>>>> Best Regards
>>>>
>>>> C.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>>
>>>>
>>>>
>>>> — Original Message —
>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
>> (B.L.)"
>>>> <bmcgee@ford.com>
>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett (B.L.)"
>>>> <bmcgee@ford.com>
>>>> Sent: Tuesday, April 30, 2002 4:50 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>>> Our current understanding is that TSB 02-8-6 should fix about
> 85%
>> of
>>>>> stalling complaints. There is an ISM in the approval process to
>>>>> address
>>>>> the remaining fraction of stalling complaints not covered by
>> normal
>>>>> diagnostic processes or the TSB.
>>>>>
>>>>> Bob Dalbo
>>>>> 3.0L Calibration Supervisor
>>>>> Outfitters Calibration, NAT
>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>> Pager: (313) 785-2859 Email: rdalbo@ford.com
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>>>>> -----Original Message-----
>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
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>>>> Vehicle Test and Development Engineer
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Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soori (S.K.); Dalbo, Bob (R.J.); Cheng, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,

Did you have chance to investigate idle dip with tip in condition?

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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From: Sanders, Muriel (M.S.)
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Subject: RE: U204/J14 3.0L engine stall issue.

We'll investigate and get back to you. Thanks.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
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> E-mail: msander6@ford.com
>

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Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)

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Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

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> U204 3.0L Calibration
> Ford Motor Company
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Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Do you have any comment?

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

—Original Message—

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Sent: Tuesday, May 14, 2002 6:48 PM

To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)

Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)

Subject: RE: U204/J14 3.0L engine stall issue.

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So, the sequence is unlikely customer's usage, do you think this phenomenon induces engine stall condition? If yes, we need stall robust robustness at parking maneuver.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

— Original Message —

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To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

Sent: Tuesday, May 14, 2002 3:08 AM

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> updating your calibration and let me know if you still have the same

> situation.

>

> > Muriel Sanders

> > U204 3.0L Calibration

> > Ford Motor Company

> > Phone: 313-32-27307

> > Fax: 313-32-31786

> > E-mail: msander6@ford.com

> >

>

>

> —Original Message—

> From: cchang9 [mailto:cchang9@ford.com]

> Sent: Monday, May 13, 2002 12:33 AM

> To: jhoshino@ford.com; Sanders, Muriel (M.S.)

> Cc: hau c. c.

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel :

>

> Rally, you have the normal Idle situation. I have tried the three
> vehicle. <
> one is customer complain engine stall vehicle, the other is new CKD
> vehicle
> > All of the vehicle have the same situation of idle dips. Our PCM level
> is
> 2L8A-12A650-BC. Which level is your vehicle assy ?
> I will check more, if any more information, I will let you know. Thx.
>
> By the way, I guess there is "another" air flow into the Intake manifold
> <
> not pass through the MAF >. When I apply brake, it make the "SHRTFT"
> become
> high. When we release the brake, there are not "another" air flow. So,
> we
> suppose that "SHRTFT" increase to enrich fuel due to some air from
> booster
> makes lean combustion. Then, the engine is on rich fuel condition, if we
> release brake and apply PAS a little, additional load may cause engine
> stall
> casually. Up to now, we haven't tried out the engine stall condition,
> but
> engine may down to 450rpm.
>
> Besides, would you please provide us the relationship between TPS & MAF.
> We
> can check these data by WDS.
>
> Best Regards,
> C.K. Chang
> Taiwan FLH/LVT
> Vehicle Test and Development Engineer
>
> ----- Original Message -----
> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Saturday, May 11, 2002 3:41 AM

> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
>> Mr. Chang,
>>
>> I tried the sequence you listed below on a couple of our vehicles
> today.
>> I did not have any idle dips or high "SHRTFT" during or after the
> test.
>> Did this only happen on 1 vehicle? If so, I would check the MAF
> sensor
>> gasket. There are now several reports (both Mazda and Ford) of MAF
>> sensor gaskets not installed correctly or missing in some cases.
>>
>>> Muriel Sanders
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>>> Phone: 313-32-27307
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>>> E-mail: msander6@ford.com
>>>
>>
>>
>> —Original Message—
>> From: cchang9 [mailto:cchang9@ford.com]
>> Sent: Friday, May 10, 2002 4:24 AM
>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)
>> Cc: Jao Jack; hsu c. c.; Ting F.K.
>> Subject: Re: U204/J14 3.0L engine stall issue.
>>
>>
>> Muriel :
>>
>> We find one idle unstable condition from our CKD 3.0L vehicle and KCAP
>> J14
>> 3.0L vehicle. Maybe you can test follow below situation,
>> 1. Keep your vehicle in "P" or "N" gear.

>> 2. Let A/C on
>> 3. Let the ECT over 88C
>> 4. Tip In/out several times
>> 5. Apply heavy brake over "Ten" times.
>> When you apply your brake, you will see your "SHRTFT" increase over
> 30%.
>> 6. Release brake, then turn steering wheel < slight > and release
>> steering
>> wheel.
>> 7. See the RPM situation, RPM will down to 450-500RPM.
>>
>> You can see the attachment file first. One is the WDS file, another is
>> the
>> plc file. I have test the other model vehicles, include U204 2.0L
> model,
>> no
>> such condition.
>>
>> C.K. Chang
>> Taiwan FLH/LVT
>> Vehicle Test and Development Engineer
>> Mailto: cchang9@ford.com
>>
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>> — Original Message —
>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>> Sent: Thursday, May 09, 2002 8:35 PM
>> Subject: RE: U204/J14 3.0L engine stall issue.
>>
>>
>>> I am assuming that you have also preformed all the fixes in the ISM
>> I
>>> sent. The TSB and ISM relate to stalls that occur on Escapes and
>>> Tributes traveling about 30-45mph on closed throttle decelerations.
>>> This is the first time I have heard about a stall when shifting from
>>> drive to reverse.

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31786

>>>> E-mail: msander6@ford.com

>>>>

>>>

>>>

>>> —Original Message—

>>> From: cchang9 [mailto:cchang9@ford.com]

>>> Sent: Wednesday, May 08, 2002 5:27 AM

>>> To: Sanders, Muriel (M.S.)

>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Muriel :

>>>

>>> Today, we deal with one U204 3.0L engine stall vehicle. The vehicle

>> easy

>>> PCM

>>> with the 2L8A-12A850-BC < latest level > and the millage is 2612km.

> it

>>> occur

>>> on the general road while 40kph driving. When the customer drive to

>> the

>>> garage and shift to "R" gear, it occur again. So, the engine stall

>> occur

>>> 2

>>> times. We follow the TSB 02-8-8 to check "step by step", the IAC is

>>> normal

>>> (34%) and the EVAPVM is normal (0% -> 84% -100% -> 0%). We also

>>> check

>>> the Ground status (normal). We can't find any defect parts by

> follow

>>> the
>>> TSB 02-8-6.
>>>
>>> So, how do you deal with your engine stall vehicle while TSB 02-8-6
>>> can't
>>> fix the issue ? Does the engine stall have any relation about
>>> callbration
>>> problem ? I have seen the ICCD about the NA engine stall issue. It
> is
>>> the
>>> high rate. What do you do ?
>>>
>>> C.K. Chang
>>> Taiwan FLH/LVT
>>> Vehicle Test and Development Engineer
>>> Mailto: cchang9@ford.com

>>>

>>>

>>> ----- Original Message -----

>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>> Sent: Wednesday, May 01, 2002 3:56 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>>> Attached is the draft of the ISM that will support the TSB. It
>>> should
>>>> be submitted by the end of the week.

>>>>

>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msander6@ford.com

>>>>>

>>>
>>>

>>> —Original Message—

>>> From: Dalbo, Bob (R.J.)
>>> Sent: Tuesday, April 30, 2002 2:03 PM
>>> To: Sanders, Murtal (M.S.)
>>> Cc: Chang, Chia Kai (C.)
>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>
>>>

>>> Please provide status of the stall ISM to Mr. Chang.

>>>

>>> Bob Dalbo
>>> 3.0L Calibration Supervisor
>>> Outfitters Calibration, NAT
>>> Phone: (313) 24-64947 Fax: (313) 32-31786
>>> Pager: (313) 796-2859 Email: rdalbo@ford.com

>>>
>>>

>>> —Original Message—

>>> From: cchang9 [mailto:cchang9@ford.com]
>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>> To: Dalbo, Bob (R.J.)
>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>
>>>

>>> Bob :

>>>

>>> From your information, the TSB can fix 85% engine stall issue. So,

>>> there

>>> are

>>> another ISM can fix the engine stall issue! Can you support about

>> the

>>> ISM

>>> information ? We Taiwan FLH need the overall engine stall

>> information

>>> to

>>>> verify all possible cause. Or, you can tell me the ISM progress.

>>>>

>>>> Best Regards

>>>>

>>>> C.K. Chang

>>>> FLH/LVT

>>>> Vehicle Test and Development Engineer

>>>> Mailto: cchang9@ford.com

>>>>

>>>>

>>>>

>>>>

>>>> — Original Message —

>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
> (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Sent: Tuesday, April 30, 2002 4:50 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Our current understanding is that TSB 02-8-6 should fix about
> 85%

>>>> of

>>>>> stalling complaints. There is an ISM in the approval process to

>>>>> address

>>>>> the remaining fraction of stalling complaints not covered by

>>>> normal

>>>>> diagnostic processes or the TSB.

>>>>>

>>>>> Bob Dalbo

>>>>> 3.0L Calibration Supervisor

>>>>> Outfitters Calibration, NAT

>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>

>>>>

>>>> —Original Message—

>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>> Sent: Monday, April 29, 2002 8:02 AM

>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)

>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)

>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Bob & McGee:

>>>>

>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask us to check

>>> about

>>>> 8

>>>> steps. Our top manager need to understand, does the TSB 02-8-6

> can

>>>> effective

>>>> fix the engine stall issue or the effective percentage ?

>>>> Another question, we have one U204 2.0L vehicle has the similar

>>> engine

>>>> stall

>>>> issue, It also happened on the idle status <stop at traffic

> light

>>>.

>>>> But

>>>> the

>>>> vehicle has the idle RPM unstable issue, when parking "P" gear,

>> the

>>>> RPM

>>>> will

>>>> arise to 2700rpm.

>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6

>>> vehicles

>>>> are

>>>> engine stall by our local wiring design issue. (crankshaft

> sensor

>>> wire
>>>> shorting) Another one is this idle unstable vehicle. >
>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>> vehicle.
>>>> Thx.
>>>>
>>>>
>>>> Best Regards
>>>> C.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>>
>>>>
>>>>
>>>>
>>>>
>>>>

From: Hoshino, Jun (J.)
Sent: Wednesday, May 22, 2002 5:47 AM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kufnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,

I have got another idle dip situation from Japan dealer.

Symptom: engine stall while parking maneuver

Milage: 9074km (6065mil)

Calibration: 1L7A-BDB

Dealer could not duplicate engine stall at workshop, however they found out idle dip condition under the following sequence.

1. Any shift ranges (PNRD..) are ok for confirmation.
2. Vehicle stationary with Idle (about 700 to 750rpm).
3. Tip in the accelerator slightly (do not exceed 1000rpm).

4. Engine rpm will dip to less than 600 rpm.
5. Engine rpm will return to about 700 to 750rpm after dipping.

According to the dealer technician, engine rpm marked less than 500 rpm on this concerned vehicle. To shift from 2 to D while dipping will make worse this condition (330rpm). Technician has replaced IAC valve (because IAC% was 43% at N range), then dipping condition has been improved (about 600rpm). However, dipping is still remain. (No engine stall has been occurred so far.)

I also could experience the same condition on my FCSD vehicle (Calibration: 1L7A-BCB, drop to 590rpm). So, I would like to here your thought, is this condition induces engine stall condition? I think, engine stall may be not occurred if engine components (such as IAC) are everything OK. But once failure has been occurred on the components (ex; IAC valve slight stick), engine stall will be occurred easily...

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

---Original Message---

From: Sanders, Murel (M.S.)
Sent: Saturday, May 18, 2002 5:19 AM
To: Hoshino, Jun (J.)
Subject: RE: U204/J14 3.0L engine stall issue.

I haven't been able to get a vehicle with the new calibration to stall (or rpm dip) doing this - I tried again today. I am going to have another person in the group look at this and see what he thinks. He is out of the office until Monday so I'll talk to him then.

- > Murel Sanders
- > U204 3.0L Calibration
- > Ford Motor Company
- > Phone: 313-32-27307
- > Fax: 313-32-31786
- > E-mail: msanders@ford.com
- >

—Original Message—

From: Hoshino, Jun (J.)

Sent: Friday, May 17, 2002 8:39 AM

To: Sanders, Muriel (M.S.)

Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)

Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,

Do you have any comment?

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

—Original Message—

From: Hoshino, Jun (J.)

Sent: Tuesday, May 14, 2002 6:48 PM

To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)

Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)

Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

Today I have visited Ford Dealer and verified your concern on dealer demo vehicle and FCSD vehicle.

Dealer demo vehicle:

Milage: 376km (235mil)

Calibration: 1L8U-GE (NO stall robustness calibration)

IAC at P range with no load: 34.38%

The lowest drop RPM: 530rpm

FCSD vehicle:

Milage: 17451km (10907mil)

Calibration: 1L7A-BCB (stall robustness calibration)

IAC at P range with no load: 38.67. %

The lowest drop RPM: 490rpm

I have experienced RPM drop when I tried the sequence (while SHRTFTs were over 30%) on both vehicles. I also tried on D/N range, but not so dropped.

Muriel,

According to today's verification, FCSD vehicle have similar condition (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD vehicle to latest level a month ago). However I have never been experienced any engine stall so far(I have been driving this vehicle in January '01).

So, the sequence is unlikely customer's usage, do you think this phenomenon induces engine stall condition? If yes, we need stall robustness at parking maneuver.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

— Original Message —

From: "Sanders, Muriel (M.S.)" <msander5@ford.com>

To: "Chang, Chia Kai (C.)" <cchang8@ford.com>

Sent: Tuesday, May 14, 2002 3:08 AM

Subject: RE: U204/J14 3.0L engine stall issue.

> There is a newer calibration than the one you gave (2L8A-12A650-BD).

> This would be the stall robustness calibration.

>

> I tried a couple more vehicles today. I was able to duplicate your

> problem, but it was on a vehicle without the latest stall robustness

> calibration. The RPM didn't drop every time I did the sequence. The

> vehicles with the newest calibration did not any problems. Try

> updating your calibration and let me know if you still have the same

> situation.

>

> > Muriel Sanders
> > U204 3.0L Calibration
> > Ford Motor Company
> > Phone: 313-32-27307
> > Fax: 313-32-31786
> > E-mail: msanders@ford.com

> >
>
>

> —Original Message—

> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Monday, May 13, 2002 12:33 AM
> To: jhoshino@ford.com; Sanders, Muriel (M.S.)
> Cc: hsu c. c.
> Subject: Re: U204/J14 3.0L engine stall issue.

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>

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>

> Rally, you have the normal idle situation. I have tried the three
> vehicle, <
> one is customer complain engine stall vehicle, the other is new CKD
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> > All of the vehicle have the same situation of idle dips. Our PCM level
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> 2L8A-12A650-BC. Which level is your vehicle assy ?
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> C.K. Chang
> Taiwan FLH/LVT
> Vehicle Test and Development Engineer

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> Sent: Saturday, May 11, 2002 3:41 AM
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> test.

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>> Subject: Re: U204/J14 3.0L engine stall issue.

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>>>> Ford Motor Company
>>>> Phone: 313-32-27307
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>>> Sent: Wednesday, May 08, 2002 6:27 AM
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>>> Mailto: cchang@ford.com
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>>>>> Muriel Sanders

>>>>> U204 3.0L Calibration

>>>>> Ford Motor Company

>>>>> Phone: 313-32-27307

>>>>> Fax: 313-32-31786

>>>>> E-mail: msander6@ford.com

>>>>>

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>>>> From: Dalbo, Bob (R.J.)

>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>> To: Sanders, Muriel (M.S.)

>>>> Cc: Chang, Chia Kal (C.)

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>>>> C.K. Chang

>>>> FLH/LVT

>>>> Vehicle Test and Development Engineer

>>>> Mailto: cchang9@ford.com

>>>>

>>>>

>>>>

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>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett

> (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett (B.L.)"

>>>> <bmcgee@ford.com>
>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
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>>>>> Our current understanding is that TSB 02-8-6 should fix about
> 85%
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>>>>>
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>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Bob & McGee:
>>>>>
>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask us to check
>>> about
>>>>> a
>>>>> steps. Our top manager need to understand, does the TSB 02-8-6
> can
>>>>> effective

>>>> fix the engine stall issue or the effective percentage ?
>>>> Another question, we have one U204 2.0L vehicle has the similar
>>> engine
>>>> stall
>>>> issue, it also happened on the Idle status <stop at traffic
> light
>>>.
>>>> But
>>>> the
>>>> vehicle has the idle RPM unstable issue, when parking "P" gear,
>> the
>>>> RPM
>>>> will
>>>> arise to 2700rpm.
>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
>>> vehicles
>>>> are
>>>> engine stall by our local wiring design issue. (crankshaft
> sensor
>>>> wire
>>>> shorting) Another one is this idle unstable vehicle. >
>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>> vehicle.
>>>> Thx.
>>>>
>>>>
>>>> Best Regards
>>>> C.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>>
>>>>
>>>>
>>>>
>>>>

From: Hoshino, Jun (J.)
Sent: Wednesday, May 22, 2002 5:12 AM
To: Chang, Chia Kai (C.)
Cc: Sanders, Muriel (M.S.); Kuhnd, Noel (N.)
Subject: RE: U204/J14 3.0L engine etall issue.

Chia Kai,

We had check engine light concern (with DTC P0171, 0174) on only Japan market calibration.

HE and JE has this fix.

Do not worry about this, your market calibration is no problem.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

—Original Message—

From: cchang9 [mailto:cchang9@ford.com]
Sent: Wednesday, May 22, 2002 5:48 PM
To: Hoshino, Jun (J.)
Cc: Sanders, Muriel (M.S.); Kuhnd, Noel (N.)
Subject: Re: U204/J14 3.0L engine stall issue.

Hoshino san :

Thanks for your reply.

Japan Market use the HE & JE calibration, what is different between the HD and JD ? From the Muriel white paper, we know the HD and JD is the robust calibration. So, Do you have any message about the HE and JE? Does Taiwan market will have an new BE calibration ?

Best Regards
C.K. Cheng
Taiwan FLH/LVT

Vehicle Test and Development Engineer

— Original Message —

From: "Hoshino, Jun (J.)" <jhoshino@ford.com>

To: "Cheng, Chia Kai (C.)" <cchang9@ford.com>

Cc: "Sanders, Muriel (M.S.)" <msander6@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>

Sent: Wednesday, May 22, 2002 3:58 PM

Subject: RE: U204/J14 3.0L engine stall issue.

> Chia Kai,

>

> 1U7A-AZA is not include stall robustness. (I am not sure about 2L8A-BC,

> Muriel would you confirm?)

> 2L8A-BD and 1U7A-AZB has. (you can update on WDS ver. B18 or later
> version.)

>

> B17.1 was up date version of B17.

> like I said, B17 does not have stall robustness, however we can

> downloaded the latest calibration from FCSD web

> <http://www.mss.ford.com/fcsd/vsp/dsp/ngs/fishfile/calndid.htm>

> <<http://www.mss.ford.com/fcsd/vsp/dsp/ngs/fishfile/calndid.htm>> ?

> and can update WDS until next update CD will be released. You should ask
> your FCSD guy, they may know about this.

>

> As for Japan market,

> Hofu is now shipping "E" level calibration (2L8A-HE and JE). We had

> another problem on Japan market calibration, and this calibration has

> been used from this March. Hofu was using "C" level calibration (HC and
> JC) before March.

>

> We are not sure engine stall issue has been decreased on stall

> robustness calibration, because we have just started to ship vehicles

> with this calibration from this March.

> In case of Japan market, My feel is stall mainly occurred on 2001 3.0L

> vehicles and cause is mainly IAC valve.

> Also we have solution case to reflash the PCM to stall robust
> calibration (symptom, engine stall occurred on deceleration about
> 30-40km/h).

>
>
> Jun Hoshino

> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>
> —Original Message—

> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Wednesday, May 22, 2002 9:57 AM
> To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
> Subject: Re: U204/J14 3.0L engine stall issue.

>
>
> Both :

>
> I think maybe I have mix about the PCM level meaning. Can you explain
> again ?

> WDS B16 —1U7A-FC—No robustness.
> WDS B17 —2L8A-BC<1U7A-AZA>—Does it with the robustness calibration
> ?

> WDS B18 ---2L8A-BD<1U7A-AZB>—With the robustness.
> Does any different between B17 and B17.1 < From the TSB 02-8-6 > ?

>
> Hoshino san:
> Right I mean the Japan Market. If you have used the BD calibration for
> production, how many percentage can decrease the engine stall ?

>
> Best Regards
> C.K. Chang
> FLH/LVT
> Vehicle Test and Development Engineer

>
> — Original Message —

> From: "Hoshino, Jun (J.)" <mailto:jhoshino@ford.com>
> jhoshino@ford.com
> To: "Chang, Chia Kai (C.)" <mailto:cchang9@ford.com>
> cchang9@ford.com
> Cc: "Sanders, Muriel (M.S.)" <mailto:msander6@ford.com>
> msander6@ford.com
> Sent: Wednesday, May 22, 2002 8:43 AM
> Subject: RE: U204/J14 3.0L engine stall issue.

>
>
>> Chia Kai,
>> What do you "MC use" mean?
>> For Japan market??
>>
>> Jun Hoshino
>> RHD Escape/Maverick FCSD PVT Program Manager
>> PVT & Field Support, Vehicle Service & Programs
>> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

>>
>>
>>

>> ---Original Message---

>> From: cchang9 [mailto:cchang9@ford.com]
>> Sent: Tuesday, May 21, 2002 4:49 PM
>> To: <mailto:jhoshino@ford.com> jhoshino@ford.com; Sanders, Muriel (M.
> S.)
>> Subject: Re: U204/J14 3.0L engine stall issue.

>>
>>

>> Muriel :

>>

>> Can you pass the 2L8A-12A650-BD white paper to me ? By the way, what

> is

>> your

>> calibration level used on production ? How many engine stall

> percentage

>> decrease by using the 2L8A-BD to replace the 2L8A-BC ?

>>

>> Hoshino san :

>>

>> What is the latest calibration level that MC use ?

>>

>> Best Regards

>> C.K. Chang

>>

>> --- Original Message ---

>> From: "Sanders, Muriel (M.S.)" <<mailto:msander6@ford.com>

> msander6@ford.com>

>> To: "Chang, Chia Kai (C.)" <<mailto:cchang9@ford.com>

> cchang9@ford.com>

>> Sent: Tuesday, May 21, 2002 4:07 AM

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>>> I checked again and 2L8A-12A650-BD is the stall robustness

> calibration

>>> for CAA vehicles. This is according to the white papers. All 2003

>>> calibrations start with 3L8A. We are still investigating the idle

>> dips.

>>> I'll keep you posted.

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31786

>>>> E-mail: <<mailto:msander6@ford.com> msander6@ford.com

>>>>

>>>

>>>

>>> ---Original Message---

>>> From: cchang9 [mailto:cchang9@ford.com]

>>> Sent: Sunday, May 19, 2002 9:59 PM

>>> To: Sanders, Muriel (M.S.)

>>> Cc: <mailto:jhoshino@ford.com> jhoshino@ford.com
>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>
>>>
>>> Muriel :
>>>
>>> The attachment file is the WERS information about 2L8A-12A650-BD.
> From
>>> your
>>> information, is the 2L8A-BD latest robustness calibration and better
>>> than
>>> 2L8A-BC ?
>>>
>>> By the way, you should have received the Hoshino san and my
>> information
>>> about the "idle drop by brake apply". Do you have any comment about
> it
>> ?
>>> Because the U204/J14 3.0L engine stall case increased more and more,
>> we
>>> need
>>> the best robustness calibration.
>>>
>>> Best Regards.
>>> C.K. Chang
>>>
>>> — Original Message —
>>> From: "Sanders, Muriel (M.S.)" <mailto:msander6@ford.com>
> msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <mailto:cchang9@ford.com>
> cchang9@ford.com>
>>> Sent: Friday, May 17, 2002 10:20 PM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> 2L8A-12A650-BD is the current 2002 calibration for CAA (clean air
>>> act)

>>> vehicles. This is for the stall robustness action. I
> re-checked
>>> the
>>> white papers and our release information on our shared drive and
>> this
>>> is
>>> correct. I believe the 2003 calibrations start with 3L8A. I'm
> not
>>> sure
>>> what concern you are referring to, but send me the concern number
>> and
>>> we'll take a look at it. The person that released the
> calibrations
>> is
>>> out of the office today, but I will talk to him about this on
>> Monday.
>>>>
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: <mailto:msander6@ford.com> msander6@ford.com
>>>>>
>>>>>
>>>>>

>>>> ---Original Message---

>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Monday, May 13, 2002 10:50 PM
>>>> To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
>>>> Cc: <mailto:okazaki.yo@mazda.co.jp> okazaki.yo@mazda.co.jp;
> McGee, Brett (B.L.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Muriel & Hoshino san :

>>>>
>>>> The customer complain vehicle about engine stall is :
>>>> VIN: 400528C U204 3.0L vehicle
>>>> Millage: 2616km < occur engine stall >
>>>> Engine stall description :
>>>> May/7/2002 Morning, Engine stall while 40kph driving on general
> road
>><
>>>> pedal
>>>> released > May/7/2002 Afternoon, Engine stall while tip in/out at
>> "N"
>>>> gear
>>>> then apply brake and shifting "R" gear. The vehicle can re-start.
>>>> The PCM level is 2L8A-12A650-BC.
>>>>
>>>> 5/13/2002
>>>> I conduct the test drive on VIN: 400528C < 2L8A-12A650-BC > about
>>> 20kph
>>>> cruising in FLH. I record one Idle dips <225rpm, no engine stall>
>>>> condition
>>>> by WDS. The attachment file you can see first. < Include jpg file
>> and
>>>> WDS
>>>> file > The idle dips condition occur on the wave road and the
>> velocity
>>>> is
>>>> keeping 20kph.
>>>>
>>>> 5/14/2002
>>>> From Mural message< attachment mail>, I update the PCM software
> on
>>> VIN:
>>>> 400528C as 2L8A-12A650-BD. I measure the Idle dips condition by
>> apply
>>>> brake
>>>> method. The vehicle also have the idle dips to 463rpm. Now, I
>> conduct

>>>> the
>>>> test drive in FLH about 20kph cruising, no idle dip occur.
>>>>
>>>> Hoshino san :
>>>> About my dura vehicle, there are no engine stall occur after I
>> update
>>>> the
>>>> PCM level to 1L8A-12A650-AZB and clean the carbon. Now, we have
> test
>>>> drive
>>>> about 8000km. I can't clearly point out does the PCM or carbon are
>>> root
>>>> cause ?
>>>>
>>>> Murel :
>>>> Does all of your vehicle assy with the 2L8A-12A650-BD level PCM ?
>> From
>>>> the
>>>> WERS Information the BD level is for modifying the VMAX values on
>>> 2003MY
>>>> U204 PCM. But the BC level is for solving phantom engine stall
>> issue.
>>>> What I
>>>> say is right ?
>>>>
>>>> Best Regards
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>>
>>>>
>>>>
>>>>
>>>>
>>>> — Original Message —
>>>> From: "Hoshino, Jun (J.)" <<mailto:jhoshino@ford.com>
> jhoshino@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <<mailto:cchang9@ford.com>
> cchang9@ford.com>
>>>> Cc: "Sanders, Murel (M.S.)" <<mailto:msander6@ford.com>
> msander6@ford.com>; "McGee, Brett
>> (B.L.)
>>>>
>>>> <<mailto:bmcgee@ford.com> bmcgee@ford.com>
>>>> Sent: Monday, May 13, 2002 6:27 PM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>>> Chia Kai, I will try FCSD vehicle, but is this actual customer
>>>> usage?
>>>>> What was the customer engine stall situation/condition? while
>>>> parking
>>>>> maneuver?
>>>>>
>>>>> By the way, How is your durability vehicle? I hope to here good
>> news
>>>>> from you (no engine stall).
>>>>>
>>>>> Jun Hoshino
>>>>> RHD Escape/Maverick FCSD PVT Program Manager
>>>>> PVT & Field Support, Vehicle Service & Programs
>>>>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220
>>>>>
>>>>>
>>>>> ---Original Message---
>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Monday, May 13, 2002 1:35 PM
>>>>> To: <<mailto:jhoshino@ford.com> jhoshino@ford.com
>>>>> Subject: Fw: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Hoshino san :
>>>>>

>>>> Can you test U204 3.0L vehicle follow this process ?

>>>>

>>>> C.K. Chang

>>>> Taiwan FLH/LVT

>>>> Vehicle Test and Development Engineer

>>>>

>>>>

>>>> --- Original Message ---

>>>> From: "Sanders, Muriel (M.S.)" <<mailto:msander6@ford.com>

> msander6@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <<mailto:cchang9@ford.com>

> cchang9@ford.com>

>>>> Sent: Saturday, May 11, 2002 3:41 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Mr. Chang,

>>>>>

>>>>> I tried the sequence you listed below on a couple of our

>> vehicles

>>>>> today.

>>>>> I did not have any idle dips or high "SHRTFT" during or after

>> the

>>>>> test.

>>>>> Did this only happen on 1 vehicle? if so, I would check the

> MAF

>>>>> sensor

>>>>> gasket. There are now several reports (both Mazda and Ford)

> of

>>> MAF

>>>>> sensor gaskets not installed correctly or missing in some

> cases.

>>>>>

>>>>>> Muriel Sanders

>>>>>> U204 3.0L Calibration

>>>>>> Ford Motor Company

>>>>>> Phone: 313-32-27307

>>>>>> Fax: 313-32-31786
>>>>>> E-mail: <mailto:msander6@ford.com> msander6@ford.com

>>>>>>

>>>>>>

>>>>>>

>>>>>> —Original Message—

>>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>>> Sent: Friday, May 10, 2002 4:24 AM

>>>>>> To: McGee, Brett (B.L.); <mailto:jhoshino@ford.com>

> jhoshino@ford.com; Sanders, Muriel

>> (M.S.)

>>>>>> Cc: Jao Jack; hsu c. c.; Ting F.K.

>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>

>>>>>>

>>>>>> Muriel :

>>>>>>

>>>>>> We find one idle unstable condition from our CKD 3.0L vehicle

>> and

>>>> KCAP

>>>>>> J14

>>>>>> 3.0L vehicle. Maybe you can test follow below situation,

>>>>>> 1. Keep your vehicle in "P" or "N" gear.

>>>>>> 2. Let A/C on

>>>>>> 3. Let the ECT over 88C

>>>>>> 4. Tip in/out several times

>>>>>> 5. Apply heavy brake over "Ten" times.

>>>>>> When you apply your brake, you will see your "SHRTFT" increase

>>> over

>>>>>> 30%.

>>>>>> 6. Release brake, then turn steering wheel < slight ,

>> half-circle>

>>>>> and

>>>>>> release

>>>>>> steering

>>>>>> wheel.

>>>>>> 7. See the RPM situation, RPM will down to 450-500RPM.

>>>>>
>>>>> You can see the attachment file first. One is the WDS file,
>>> another
>>>> is
>>>>> the
>>>>> pic file. I have test the other model vehicles, include U204
>> 2.0L
>>>>> model,
>>>>> no
>>>>> such condition.

>>>>>
>>>>> C.K. Chang
>>>>> Taiwan FLH/LVT
>>>>> Vehicle Test and Development Engineer
>>>>> Mailto: <mailto:cchang9@ford.com> cchang9@ford.com

>>>>>
>>>>>

>>>>> — Original Message —

>>>>> From: "Sanders, Muriel (M.S.)" <mailto:msander6@ford.com>
> msander6@ford.com>

>>>>> To: "Chang, Chia Kai (C.)" <mailto:cchang9@ford.com>
> cchang9@ford.com>

>>>>> Sent: Thursday, May 09, 2002 8:35 PM

>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>

>>>>>> I am assuming that you have also preformed all the fixes in
>> the

>>>>> ISM

>>>>> |

>>>>>> sent. The TSB and ISM relate to stalls that occur on

> Escapes

>>> and

>>>>>> Tributes traveling about 30-45mph on closed throttle

>>>> decelerations.

>>>>>> This is the first time I have heard about a stall when

>> shifting

>>>> from
>>>>>> drive to reverse.
>>>>>>
>>>>>>> Muriel Sanders
>>>>>>> U204 3.0L Calibration
>>>>>>> Ford Motor Company
>>>>>>> Phone: 313-32-27307
>>>>>>> Fax: 313-32-31786
>>>>>>> E-mail: <mailto:msander6@ford.com> msander6@ford.com

>>>>>>>

>>>>>>>

>>>>>>>

>>>>>>> ~~Original Message~~

>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>>>> To: Sanders, Muriel (M.S.)
>>>>>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>

>>>>>>>

>>>>>>> Muriel :

>>>>>>>

>>>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>>>>> vehicle
>>>>>>> essay
>>>>>>> PCM
>>>>>>> with the 2L8A-12A850-BC < latest level > and the mileage is
>>>>> 2612km.

>>>>>>> it

>>>>>>> occur

>>>>>>> on the general road while 40kph driving. When the customer
>> drive

>>>>> to

>>>>>>> the

>>>>>>> garage and shift to "R" gear, it occur again. So, the engine

>>> stall

>>>>>>> occur

>>>>>> 2
>>>>>> times. We follow the TSB 02-8-6 to check "step by step", the
>> IAC
>>> is
>>>>>> normal
>>>>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%).
> We
>>>> also
>>>>>> check
>>>>>> the Ground status (normal). We can't find any defect parts
>> by
>>>>> follow
>>>>>> the
>>>>>> TSB 02-8-6.
>>>>>>
>>>>>> So, how do you deal with your engine stall vehicle while TSB
>>>> 02-8-6
>>>>>> can't
>>>>>> fix the issue ? Does the engine stall have any relation
> about
>>>>>> calibration
>>>>>> problem ? I have seen the ICCD about the NA engine stall
>> issue.
>>> it
>>>>> is
>>>>>> the
>>>>>> high rate. What do you do ?
>>>>>>
>>>>>> C.K. Chang
>>>>>> Taiwan FLH/LVT
>>>>>> Vehicle Test and Development Engineer
>>>>>> Mailto: <mailto:cchang@ford.com> cchang@ford.com
>>>>>>
>>>>>>
>>>>>> --- Original Message ---
>>>>>> From: "Sanders, Muriel (M.S.)" <mailto:msander6@ford.com>
> msander6@ford.com>

>>>>> To: "Chang, Chia Kai (C.)" <<mailto:cchang9@ford.com>
> cchang9@ford.com>

>>>>> Cc: "Dalbo, Bob (R.J.)" <<mailto:rdalbo@ford.com>
> rdalbo@ford.com>

>>>>> Sent: Wednesday, May 01, 2002 3:58 AM

>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>

>>>>>>

>>>>>> Attached is the draft of the ISM that will support the
> TSB.

>>> It

>>>>> should

>>>>>> be submitted by the end of the week.

>>>>>>>

>>>>>>> Muriel Sanders

>>>>>>> U204 3.0L Calibration

>>>>>>> Ford Motor Company

>>>>>>> Phone: 313-32-27307

>>>>>>> Fax: 313-32-31786

>>>>>>> E-mail: <<mailto:msander6@ford.com> msander6@ford.com

>>>>>>>>

>>>>>>>>

>>>>>>>>

>>>>>>> —Original Message—

>>>>>>> From: Dalbo, Bob (R.J.)

>>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>>>> To: Sanders, Muriel (M.S.)

>>>>>>> Cc: Chang, Chia Kai (C.)

>>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>>>

>>>>>>>>

>>>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>>>

>>>>>>>> Bob Dalbo

>>>>>>>> 3.0L Calibration Supervisor

>>>>>>>> Outfitters Calibration, NAT

>>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>>>> Pager: (313) 795-2659 Email: <mailto:rdalbo@ford.com>

> rdalbo@ford.com

>>>>>>>

>>>>>>>

>>>>>>> -----Original Message-----

>>>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>>>>> To: Dalbo, Bob (R.J.)

>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>

>>>>>>>

>>>>>>> Bob :

>>>>>>>

>>>>>>> From your information, the TSB can fix 85% engine stall

>> issue.

>>>> So,

>>>>>>> there

>>>>>>> are

>>>>>>> another ISM can fix the engine stall issue? Can you

>> support

>>>> about

>>>>>>> the

>>>>>>> ISM

>>>>>>> information? We Taiwan FLH need the overall engine stall

>>>>>>> information

>>>>>>> to

>>>>>>> verify all possible cause. Or, you can tell me the ISM

>>> progress.

>>>>>>>

>>>>>>> Best Regards

>>>>>>>

>>>>>>> C.K. Chang

>>>>>>> FLH/LVT

>>>>>>> Vehicle Test and Development Engineer

>>>>>>> Mailto: <mailto:cchang9@ford.com> cchang9@ford.com

>>>>>>>

>>>>>>>

>>>>>>>
>>>>>>>

>>>>>>> --- Original Message ---

>>>>>>> From: "Dalbo, Bob (R.J.)" <<mailto:rdalbo@ford.com>
> rdalbo@ford.com>

>>>>>>> To: "Chang, Chia Kai (C.)" <<mailto:cchang9@ford.com>
> cchang9@ford.com>; "McGee, Brett
>>>>> (B.L.)"

>>>>>>> <<mailto:bmcgee@ford.com> bmcgee@ford.com>

>>>>>>> Cc: "Hoshino, Jun (J.)" <<mailto:jhoshino@ford.com>
> jhoshino@ford.com>; "McGee, Brett
>>>>> (B.L.)"

>>>>>>> <<mailto:bmcgee@ford.com> bmcgee@ford.com>

>>>>>>> Sent Tuesday, April 30, 2002 4:50 AM

>>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>>
>>>>>>>

>>>>>>>> Our current understanding is that TSB 02-8-6 should fix
>>> about

>>>>> 85%

>>>>> of

>>>>>>>> stalling complaints. There is an ISM in the approval

>>> process

>>>> to

>>>>>>>> address

>>>>>>>> the remaining fraction of stalling complaints not

> covered

>> by

>>>>>> normal

>>>>>>>> diagnostic processes or the TSB.

>>>>>>>>

>>>>>>>>> Bob Dalbo

>>>>>>>>> 3.0L Calibration Supervisor

>>>>>>>>> Outfitters Calibration, NAT

>>>>>>>>> Phone: (313) 24-84847 Fax: (313) 32-31786

>>>>>>>>> Pager: (313) 795-2859 Email: <<mailto:rdalbo@ford.com>

> rdalbo@ford.com

>>>>>>>>
>>>>>>>>

>>>>>>>> —Original Message—

>>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>>>> Cc: <mailto:jhoshino@ford.com> jhoshino@ford.com;
> McGee, Brett (B.L.)
>>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>>
>>>>>>>>

>>>>>>>> Bob & McGee:

>>>>>>>>

>>>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as
> to

>>>> check

>>>>>>>> about

>>>>>>>> a

>>>>>>>> steps. Our top manager need to understand, does the TSB

>>>> 02-8-6

>>>>> can

>>>>>>>>> effective

>>>>>>>>> fix the engine stall issue or the effective percentage ?

>>>>>>>>> Another question, we have one U204 2.0L vehicle has the

>>>>> similar

>>>>>>>>> engine

>>>>>>>>> stall

>>>>>>>>> issue, it also happened on the idle status <stop at

>> traffic

>>>>> light

>>>>>>>> ,

>>>>>>>>> But

>>>>>>>>> the

>>>>>>>>> vehicle has the idle RPM unstable issue, when parking

>> "p"

>>>>> gear,

>>>>>>>> the

>>>>>>>>> RPM
>>>>>>>>> will
>>>>>>>>> arise to 2700rpm.
>>>>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there
>> are
>>> 6
>>>>>>>>> vehicles
>>>>>>>>> are
>>>>>>>>> engine stall by our local wiring design issue. (
>> crankshaft
>>>>> sensor
>>>>>>>>> wire
>>>>>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>>>>>> Please feedback to me ASAP. We have to deal with Taiwan
>> U204
>>>>>>>>> vehicle.
>>>>>>>>> Thx.
>>>>>>>>>
>>>>>>>>>
>>>>>>>>> Best Regards
>>>>>>>>> C.K. Chang
>>>>>>>>> FLH/LVT
>>>>>>>>> Vehicle Test and Development Engineer
>>>>>>>>>
>>>>>>>>>
>>>>>>>>>
>>>>>>>>>
>>>>>>>>>
>>>>>>>>>

From: cchang9 [cchang9@ford.com]
Sent: Wednesday, May 22, 2002 4:46 AM
To: Hoshino, Jun (J.)
Cc: Sanders, Muriel (M.S.); Kuhnd, Noel (N.)
Subject: Re: U204/J14 3.0L engine stall issue.

Hoshino san :

Thanks for your reply.

Japan Market use the HE & JE calibration, what is different between the HD and JD ? From the Muriel white paper, we know the HD and JD is the robust calibration. So, Do you have any message about the HE and JE? Does Taiwan market will have a new BE calibration ?

Best Regards

C.K. Chang

Taiwan FLH/LVT

Vehicle Test and Development Engineer

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

From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
Cc: "Sanders, Muriel (M.S.)" <msander6@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>
Sent: Wednesday, May 22, 2002 3:58 PM
Subject: RE: U204/J14 3.0L engine stall issue.

- > Chia Kai,
- >
- > 1U7A-AZA is not include stall robustness. (i am not sure about 2L8A-BC,
- > Muriel would you confirm?)
- > 2L8A-BD and 1U7A-AZB has. (you can update on WDS ver. B18 or later
- > version.)
- >
- > B17.1 was up date version of B17.
- > like I said, B17 does not have stall robustness, however we can

> downloaded the latest calibration from FCSD web
> <http://www.mss.ford.com/fcad/vsp/dsp/ngs/fishfits/caldrnd.htm>
> <<http://www.mss.ford.com/fcad/vsp/dsp/ngs/fishfits/caldrnd.htm>> ?
> and can update WDS until next update CD will be released. You should ask
> your FCSD guy, they may know about this.

>
> As for Japan market,
> Hofu is now shipping "E" level calibration (2L8A-HE and JE). We had
> another problem on Japan market calibration, and this calibration has
> been used from this March. Hofu was using "C" level calibration (HC and
> JC) before March.

>
> We are not sure engine stall issue has been decreased on stall
> robustness calibration, because we have just started to ship vehicles
> with this calibration from this March.
> In case of Japan market, My feel is stall mainly occurred on 2001 3.0L
> vehicles and cause is mainly IAC valve.
> Also we have solution case to reflash the PCM to stall robust
> calibration (symptom, engine stall occurred on deceleration about
> 30-40km/h).

>
>
> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax 81-82-287-5220

>
> —Original Message—
> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Wednesday, May 22, 2002 9:57 AM
> To: Sanders, Murtel (M.S.); Hoshino, Jun (J.)
> Subject: Re: U204/J14 3.0L engine stall issue.

>
>
> Both :
>
> I think maybe I have mix about the PCM level meaning. Can you explain

> again ?
> WDS B16 ---1U7A-FC---No robustness.
> WDS B17 ---2L8A-BC<1U7A-AZA>---Does it with the robustness calibration
> ?
> WDS B18 ---2L8A-BD<1U7A-AZB>---With the robustness.
> Does any different between B17 and B17.1 < From the TSB 02-8-6 > ?
>
> Hoshino san:
> Right ! I mean the Japan Market. If you have used the BD calibration for
> production, how many percentage can decrease the engine stall ?
>
> Best Regards
> C.K. Chang
> FLH/LVT
> Vehicle Test and Development Engineer
>
> --- Original Message ---
> From: "Hoshino, Jun (J.)" <mailto:jhoshino@ford.com>
> jhoshino@ford.com>
> To: "Chang, Chia Kai (C.)" <mailto:cchang9@ford.com>
> cchang9@ford.com>
> Cc: "Sanders, Murel (M.S.)" <mailto:msander6@ford.com>
> msander6@ford.com>
> Sent: Wednesday, May 22, 2002 6:43 AM
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
>> Chia Kai,
>> What do you "MC use" mean?
>> For Japan market??
>>
>> Jun Hoshino
>> RHD Escape/Maverick FCSD PVT Program Manager
>> PVT & Field Support, Vehicle Service & Programs
>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220
>>
>>

> >

> > ---Original Message---

> > From: cchang9 [mailto:cchang9@ford.com]

> > Sent: Tuesday, May 21, 2002 4:49 PM

> > To: <mailto:jhoshino@ford.com> jhoshino@ford.com; Sanders, Muriel (M.
> S.)

> > Subject: Re: U204/J14 3.0L engine stall issue.

> >

> >

> > Muriel :

> >

> > Can you pass the 2L8A-12A650-BD white paper to me ? By the way, what

> is

> > your

> > calibration level used on production ? How many engine stall

> percentage

> > decrease by using the 2L8A-BD to replace the 2L8A-BC ?

> >

> > Hoshino san :

> >

> > What is the latest calibration level that MC use ?

> >

> > Best Regards

> > C.K. Chang

> >

> > --- Original Message ---

> > From: "Sanders, Muriel (M.S.)" < <mailto:msander6@ford.com>

> msander6@ford.com>

> > To: "Chang, Chia Kai (C.)" < <mailto:cchang9@ford.com>

> cchang9@ford.com>

> > Sent: Tuesday, May 21, 2002 4:07 AM

> > Subject: RE: U204/J14 3.0L engine stall issue.

> >

> >

> > > I checked again and 2L8A-12A650-BD is the stall robustness

> calibration

> > > for CAA vehicles. This is according to the white papers. All 2003

>>> calibrations start with 3L8A. We are still investigating the idle
>> dips.
>>> I'll keep you posted.
>>>
>>>> Muriel Sanders
>>>> U204 3.0L Calibration
>>>> Ford Motor Company
>>>> Phone: 313-32-27307
>>>> Fax: 313-32-31786
>>>> E-mail: <mailto:msander6@ford.com> msander6@ford.com

>>>>
>>>
>>>

>>> —Original Message—

>>> From: cchang9 [mailto:cchang9@ford.com]
>>> Sent: Sunday, May 19, 2002 9:59 PM
>>> To: Sanders, Muriel (M.S.)
>>> Cc: <mailto:jhoshino@ford.com> jhoshino@ford.com
>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>
>>>

>>> Muriel :

>>>

>>> The attachment file is the WERS information about 2L8A-12A650-BD.

> From

>>> your

>>> information, is the 2L8A-BD latest robustness calibration and better

>>> than

>>> 2L8A-BC ?

>>>

>>> By the way, you should have received the Hoshino san and my

>> information

>>> about the "idle drop by brake apply". Do you have any comment about

> it.

>> ?

>>> Because the U204/J14 3.0L engine stall case increased more and more,

>> we

>>> need
>>> the best robustness calibration.
>>>
>>> Best Regards.
>>> C.K. Chang
>>>
>>> — Original Message —
>>> From: "Sanders, Muriel (M.S.)" <<mailto:msander6@ford.com>
> msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <<mailto:cchang9@ford.com>
> cchang9@ford.com>
>>> Sent: Friday, May 17, 2002 10:20 PM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> 2L8A-12A850-BD is the current 2002 calibration for CAA (clean air
>>>> act)
>>>> vehicles. This is for the stall robustness action. I
> re-checked
>>>> the
>>>> white papers and our release information on our shared drive and
>>>> this
>>>> is
>>>> correct. I believe the 2003 calibrations start with 3L8A. I'm
> not
>>>> sure
>>>> what concern you are referring to, but send me the concern number
>>>> and
>>>> we'll take a look at it. The person that released the
> calibrations
>>>> is
>>>> out of the office today, but I will talk to him about this on
>>>> Monday.
>>>>
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration

>>>> Ford Motor Company
>>>> Phone: 313-32-27307
>>>> Fax: 313-32-31786
>>>> E-mail: <mailto:msander6@ford.com> msander6@ford.com

>>>>
>>>>
>>>>

>>>> —Original Message—

>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Monday, May 13, 2002 10:50 PM
>>>> To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
>>>> Cc: <mailto:okazaki.yo@mazda.co.jp> okazaki.yo@mazda.co.jp;
> McGee, Brett (B.L.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>
>>>>

>>>> Muriel & Hoshino san :

>>>>

>>>> The customer complain vehicle about engine stall is :
>>>> VIN: 400528C U204 3.0L vehicle
>>>> Mileage: 2616km < occur engine stall >
>>>> Engine stall description :
>>>> May/7/2002 Morning, Engine stall while 40kph driving on general
> road

>><

>>>> pedal

>>>> released > May/7/2002 Afternoon, Engine stall while tip in/out at

>> "N"

>>>> gear

>>>> then apply brake and shifting "R" gear. The vehicle can re-start..

>>>> The PCM level is 2L8A-12A850-BC.

>>>>

>>>> 5/13/2002

>>>> I conduct the test drive on VIN: 400528C < 2L8A-12A850-BC > about

>>> 20kph

>>>> cruising in FLH. I record one idle dips <225rpm, no engine stall>

>>>> condition

>>> by WDS. The attachment file you can see first. < include jpg file
>> and
>>> WDS
>>> file > The idle dips condition occur on the wave road and the
>> velocity
>>> is
>>> keeping 20kph.
>>>
>>> 5/14/2002
>>> From Muriel message< attachment mail>, I update the PCM software
> on
>>> VIN:
>>> 400528C as 2L8A-12A650-BD. I measure the idle dips condition by
>> apply
>>> brake
>>> method. The vehicle also have the idle dips to 463rpm. Now, I
>> conduct
>>> the
>>> test drive in FLH about 20kph cruising, no idle dip occur.
>>>
>>> Hoshino san :
>>> About my dura vehicle, there are no engine stall occur after I
>> update
>>> the
>>> PCM level to 1L8A-12A650-AZB and clean the carbon. Now, we have
> test
>>> drive
>>> about 8000km. I can't clearly point out does the PCM or carbon are
>>> root
>>> cause ?
>>>
>>> Muriel :
>>> Does all of your vehicle assy with the 2L8A-12A650-BD level PCM ?
>> From
>>> the
>>> WERS information the BD level is for modifying the VMAX values on
>>> 2003MY

>>>> U204 PCM. But the BC level is for solving phantom engine stall
>> issue.
>>>> What I
>>>> say is right ?
>>>>
>>>> Best Regards
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>>
>>>>
>>>>
>>>>
>>>>
>>>> — Original Message —
>>>> From: "Hoshino, Jun (J.)" <<mailto:jhoshino@ford.com>
> jhoshino@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <<mailto:cchang9@ford.com>
> cchang9@ford.com>
>>>> Cc: "Sanders, Murtel (M.S.)" <<mailto:msander6@ford.com>
> msander6@ford.com>; "McGee, Brett
>> (B.L.)
>>>>
>>>> <<mailto:bmcgee@ford.com> bmcgee@ford.com>
>>>> Sent: Monday, May 13, 2002 8:27 PM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>>> Chia Kai, I will try FCSD vehicle, but is this actual customer
>>>> usage?
>>>>> What was the customer engine stall situation/condition? while
>>>> parking
>>>>> maneuver?
>>>>>
>>>>> By the way, How is your durability vehicle? I hope to here good
>> news
>>>>> from you (no engine stall).

>>>>

>>>> Jun Hoshino

>>>>> RHD Escape/Maverick FCSD PVT Program Manager

>>>>> PVT & Field Support, Vehicle Service & Programs

>>>>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>>>>

>>>>

>>>>

>>>>> —Original Message—

>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>> Sent: Monday, May 13, 2002 1:35 PM

>>>>> To: <mailto:jhoshino@ford.com> jhoshino@ford.com

>>>>> Subject: Fw: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Hoshino san :

>>>>

>>>>> Can you test U204 3.0L vehicle follow this process ?

>>>>

>>>>> C.K. Chang

>>>>> Taiwan FLH/LVT

>>>>> Vehicle Test and Development Engineer

>>>>

>>>>

>>>>> — Original Message —

>>>>> From: "Sanders, Muriel (M.S.)" <mailto:msander6@ford.com>

> msander6@ford.com>

>>>>> To: "Chang, Chia Kal (C.)" <mailto:cchang9@ford.com>

> cchang9@ford.com>

>>>>> Sent: Saturday, May 11, 2002 3:41 AM

>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>>> Mr. Chang,

>>>>>>

>>>>>> I tried the sequence you listed below on a couple of our

>> vehicles

>>>> today.
>>>>> I did not have any idle dips or high "SHRTFT" during or after
>> the
>>>>> test.
>>>>> Did this only happen on 1 vehicle? If so, I would check the
> MAF
>>>>> sensor
>>>>> gasket. There are now several reports (both Mazda and Ford)
> of
>>> MAF
>>>>> sensor gaskets not installed correctly or missing in some
> cases.
>>>>>>
>>>>>>> Muriel Sanders
>>>>>>> U204 3.0L Calibration
>>>>>>> Ford Motor Company
>>>>>>> Phone: 313-32-27307
>>>>>>> Fax: 313-32-31786
>>>>>>> E-mail: <mailto:msander6@ford.com> msander6@ford.com
>>>>>>>
>>>>>>>
>>>>>>>
>>>>>>> —Original Message—
>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>> Sent: Friday, May 10, 2002 4:24 AM
>>>>>>> To: McGee, Brett (B.L.); <mailto:jhoshino@ford.com>
> jhoshino@ford.com; Sanders, Muriel
>> (M.S.)
>>>>>>> Cc: Jao Jack; hsu c. c.; Ting F.K.
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>>
>>>>>>>
>>>>>>> Muriel :
>>>>>>>
>>>>>>> We find one idle unstable condition from our CKD 3.0L vehicle
>> and
>>>> KCAP

>>>>> J14
>>>>> 3.0L vehicle. Maybe you can test follow below situation,
>>>>> 1. Keep your vehicle in "P" or "N" gear.
>>>>> 2. Let A/C on
>>>>> 3. Let the ECT over 88C
>>>>> 4. Tip In/out several times
>>>>> 5. Apply heavy brake over "Ten" times.
>>>>> When you apply your brake, you will see your "SHRTFT" increase
>>> over
>>>>> 30%.
>>>>> 6. Release brake, then turn steering wheel < slight ,
>> half-circle>
>>>> and
>>>>> release
>>>>>> steering
>>>>>> wheel.
>>>>>> 7. See the RPM situation, RPM will down to 450~500RPM.
>>>>>>
>>>>>> You can see the attachment file first. One is the WDS file,
>>> another
>>>>> as
>>>>>> the
>>>>>> pic file. I have test the other model vehicles, include U204
>> 2.0L
>>>>>> model,
>>>>>> no
>>>>>> such condition.
>>>>>>
>>>>>> C.K. Chang
>>>>>> Taiwan FLH/LVT
>>>>>> Vehicle Test and Development Engineer
>>>>>> Mailto: <mailto:cchang8@ford.com> cchang8@ford.com
>>>>>>
>>>>>>
>>>>>> — Original Message —
>>>>>> From: "Sanders, Muriel (M.S.)" <mailto:msander6@ford.com>
> msander6@ford.com>

>>>>> To: "Chang, Chia Kai (C.)" <<mailto:cchang9@ford.com>
> cchang9@ford.com>
>>>>> Sent: Thursday, May 09, 2002 8:35 PM
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>>> I am assuming that you have also preformed all the fixes in
>> the
>>> ISM
>>>>> I
>>>>>> sent. The TSB and ISM relate to stalls that occur on
> Escapes
>>> and
>>>>>> Tributes traveling about 30-45mph on closed throttle
>>>> decelerations.
>>>>>> This is the first time I have heard about a stall when
>> shifting
>>> from
>>>>>> drive to reverse.
>>>>>>
>>>>>>> Muriel Sanders
>>>>>>> U204 3.0L Calibration
>>>>>>> Ford Motor Company
>>>>>>> Phone: 313-32-27307
>>>>>>> Fax: 313-32-31786
>>>>>>> E-mail: <<mailto:msander6@ford.com> msander6@ford.com

>>>>>>>
>>>>>>>
>>>>>>>

>>>>>>> —Original Message—
>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>>>> To: Sanders, Muriel (M.S.)
>>>>>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>
>>>>>>>

>>>>>> Muriel :
>>>>>>
>>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>>>> vehicle
>>>>>> assy
>>>>>>> PCM
>>>>>>> with the 2L8A-12A850-BC < latest level > and the millage is
>>>>> 2612km.
>>>>>> It
>>>>>>> occur
>>>>>>> on the general road while 40kph driving. When the customer
>> drive
>>>>> to
>>>>>>> the
>>>>>>> garage and shift to "R" gear, it occur again. So, the engine
>>> stall
>>>>>>> occur
>>>>>>>> 2
>>>>>>>> times. We follow the TSB 02-8-6 to check "step by step", the
>> IAC
>>>>> is
>>>>>>> normal
>>>>>>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%).
> We
>>>>> also
>>>>>>> check
>>>>>>>> the Ground status (normal). We can't find any defect parts
>> by
>>>>>> follow
>>>>>>>> the
>>>>>>>>> TSB 02-8-6.
>>>>>>>>
>>>>>>>>> So, how do you deal with your engine stall vehicle while TSB
>>>>> 02-8-6
>>>>>>>>> can't
>>>>>>>>> fix the issue ? Does the engine stall have any relation
> about

>>>>>> calibration
>>>>>> problem ? I have seen the ICCD about the NA engine stall
>> issue.
>> it
>>>> in
>>>>> the
>>>>>> high rate. What do you do ?
>>>>>>
>>>>>> C.K. Chang
>>>>>> Taiwan FLH/LVT
>>>>>> Vehicle Test and Development Engineer
>>>>>> Mailto: <mailto:cchang9@ford.com> cchang9@ford.com
>>>>>>
>>>>>>
>>>>>> — Original Message —
>>>>>> From: "Sanders, Muriel (M.S.)" <mailto:msander6@ford.com>
> msander6@ford.com>
>>>>>> To: "Chang, Chia Kai (C.)" <mailto:cchang9@ford.com>
> cchang9@ford.com>
>>>>>> Cc: "Dalbo, Bob (R.J.)" <mailto:rdalbo@ford.com>
> rdalbo@ford.com>
>>>>>> Sent: Wednesday, May 01, 2002 3:56 AM
>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>>
>>>>>>
>>>>>>> Attached is the draft of the ISM that will support the
> TSB.
>>> it
>>>>>> should
>>>>>>> be submitted by the end of the week.
>>>>>>>
>>>>>>>> Muriel Sanders
>>>>>>>> U204 3.0L Calibration
>>>>>>>> Ford Motor Company
>>>>>>>> Phone: 313-32-27307
>>>>>>>> Fax: 313-32-31786
>>>>>>>> E-mail: <mailto:msander6@ford.com> msander6@ford.com

>>>>>>>>>>
>>>>>>>>>>
>>>>>>>>>>

>>>>>>>>>> ~~Original Message~~

>>>>>>>>>> From: Dalbo, Bob (R.J.)
>>>>>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM
>>>>>>>>>> To: Sanders, Muriel (M.S.)
>>>>>>>>>> Cc: Chang, Chia Kai (C.)
>>>>>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>>>>>
>>>>>>>>>>

>>>>>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>>>>>

>>>>>>>>>> Bob Dalbo
>>>>>>>>>> 3.0L Calibration Supervisor
>>>>>>>>>> Outfitters Calibration, NAT
>>>>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>>>>>>> Pager: (313) 795-2859 Email: <mailto:rdalbo@ford.com>
> rdalbo@ford.com

>>>>>>>>>>
>>>>>>>>>>

>>>>>>>>>> ~~Original Message~~

>>>>>>>>>> From: cchang@ [mailto:cchang@ford.com]
>>>>>>>>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>>>>>>>>> To: Dalbo, Bob (R.J.)
>>>>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>>>>
>>>>>>>>>>

>>>>>>>>>> Bob :

>>>>>>>>>>

>>>>>>>>>> From your information, the TSB can fix 85% engine stall
>> issue.

>>>> So,

>>>>>>>>>> there

>>>>>>>>>> are

>>>>>>>>>> another ISM can fix the engine stall issue Can you
> support

>>>> about
>>>>> the
>>>>>>> ISM
>>>>>>> information ? We Taiwan FLH need the overall engine stall
>>>>>> Information
>>>>>>> to
>>>>>>> verify all possible cause. Or, you can tell me the ISM
>>> progress.

>>>>>>>
>>>>>>> Best Regards
>>>>>>>
>>>>>>> C.K. Chang
>>>>>>> FLH/LVT
>>>>>>> Vehicle Test and Development Engineer
>>>>>>> Mailto: <mailto:cchang9@ford.com> cchang9@ford.com

>>>>>>>
>>>>>>>
>>>>>>>
>>>>>>>

>>>>>>> ----- Original Message -----
>>>>>>> From: "Dalbo, Bob (R.J.)" <mailto:rdalbo@ford.com>
> rdalbo@ford.com>
>>>>>>> To: "Chang, Chia Kai (C.)" <mailto:cchang9@ford.com>
> cchang9@ford.com>; "McGee, Brett
>>>>> (B.L.)"
>>>>>>> <mailto:bmcgee@ford.com> bmcgee@ford.com>
>>>>>>> Cc: "Hoshino, Jun (J.)" <mailto:jhoshino@ford.com>
> jhoshino@ford.com>; "McGee, Brett
>>>>> (B.L.)"

>>>>>>> <mailto:bmcgee@ford.com> bmcgee@ford.com>
>>>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>>
>>>>>>>

>>>>>>>> Our current understanding is that TSB 02-8-6 should fix
>>> about
>>>>> 85%

>>>>> of
>>>>>>> stalling complaints. There is an ISM in the approval
>>> process
>>>> to
>>>>>>> address
>>>>>>>> the remaining fraction of stalling complaints not
> covered
>> by
>>>>> normal
>>>>>>>> diagnostic processes or the TSB.
>>>>>>>>>
>>>>>>>>> Bob Dalbo
>>>>>>>>> 3.0L Calibration Supervisor
>>>>>>>>> Outfitters Calibration, NAT
>>>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>>>>>> Pager: (313) 795-2859 Email: <mailto:rdalbo@ford.com>
> rdalbo@ford.com
>>>>>>>>>
>>>>>>>>>
>>>>>>>>> —Original Message—
>>>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>>>>> Cc: <mailto:jhoshino@ford.com> jhoshino@ford.com;
> McGee, Brett (B.L.)
>>>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>>>>
>>>>>>>>>
>>>>>>>>> Bob & McGee:
>>>>>>>>>
>>>>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as
> to
>>>> check
>>>>>>> about
>>>>>>>> a
>>>>>>>>> steps. Our top manager need to understand, does the TSB
>>> 02-8-6

>>>> can
>>>>>>> effective
>>>>>>> fix the engine stall issue or the effective percentage ?
>>>>>>> Another question, we have one U204 2.0L vehicle has the
>>>> similar
>>>>>>> engine
>>>>>>> stall
>>>>>>> issue, it also happened on the Idle status <stop at
>> traffic
>>>> light
>>>>>>>.
>>>>>>> But
>>>>>>> the
>>>>>>> vehicle has the idle RPM unstable issue, when parking
> "P"
>>>> gear,
>>>>>>> the
>>>>>>> RPM
>>>>>>> will
>>>>>>> arise to 2700rpm.
>>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there
>> are
>>>> 6
>>>>>>> vehicles
>>>>>>> are
>>>>>>> engine stall by our local wiring design issue. (
>> crankshaft
>>>>>>> sensor
>>>>>>> wire
>>>>>>> shorting) Another one is this Idle unstable vehicle. >
>>>>>>> Please feedback to me ASAP. We have to deal with Taiwan
>> U204
>>>>>>> vehicle.
>>>>>>> Thx.
>>>>>>>
>>>>>>>
>>>>>>> Best Regards

>>>>>>>>> C.K. Chang
>>>>>>>>> FLH/LVT
>>>>>>>>> Vehicle Test and Development Engineer
>>>>>>>>>
>>>>>>>>>
>>>>>>>>>
>>>>>>>>>
>>>>>>>>>
>>>>>>>>>

From: Hoshino, Jun (J.)
Sent: Wednesday, May 22, 2002 3:59 AM
To: Chang, Chia Kai (C.)
Cc: Sanders, Muriel (M.S.); Kuhnd, Noel (N.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

1U7A-AZA is not include stall robustness. (I am not sure about 2L8A-BC, Muriel would you confirm?)
2L8A-BD and 1U7A-AZB has. (you can update on WDS ver. B18 or later version.)

B17.1 was up date version of B17.

like I said, B17 dose not have stall robustness, however we can downloaded the latest calibration from FCSD web

<http://www.mes.ford.com/fcsd/vsp/dsp/ngs/flshfils/caldnld.htm>?

and can update WDS until next update CD will be released. You should ask your FCSD guy, they may know about this.

As for Japan market,

Hofu is now shipping "E" level calibration (2L8A-HE and JE). We had another problem on Japan market calibration, and this calibration has been used from this March. Hofu was using "C" level calibration (HC and JC) before March.

We are not sure engine stall issue has been decreased on stall robustness calibration, because we have just started to ship vehicles with this calibration from this March.

In case of Japan market, My feel is stall mainly occurred on 2001 3.0L vehicles and cause is mainly IAC valve.

Also we have solution case to reflash the PCM to stall robust calibration (symptom, engine stall occurred on deceleration about 30-40km/h).

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-267-4603 Fax 81-82-267-5220

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

From: cchang9 [mailto:cchang9@ford.com]
Sent: Wednesday, May 22, 2002 9:57 AM
To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
Subject: Re: U204/J14 3.0L engine stall issue.

Both :

I think maybe I have mix about the PCM level meaning. Can you explain again ?
WDS B16 ---1U7A-FC---No robustness.
WDS B17 ---2L8A-BC<1U7A-AZA>---Does it with the robustness calibration ?
WDS B18 ---2L8A-BD<1U7A-AZB>---With the robustness.
Does any different between B17 and B17.1 < From the TSB 02-8-6 > ?

Hoshino san:

Right I mean the Japan Market. If you have used the BD calibration for production, how many percentage can decrease the engine stall ?

Best Regards
C.K. Chang
FLH/LVT
Vehicle Test and Development Engineer

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

From: "Hoshino, Jun (J.)" <jhoshino@ford.com <mailto:jhoshino@ford.com>>
To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>
Cc: "Sanders, Muriel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>
Sent: Wednesday, May 22, 2002 6:43 AM
Subject: RE: U204/J14 3.0L engine stall issue.

> Chia Kai,
> What do you "MC use" mean?
> For Japan market??
>
> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220
>
>
>

> -----Original Message-----

> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Tuesday, May 21, 2002 4:49 PM
> To: jhoshino@ford.com <mailto:jhoshino@ford.com>; Sanders, Muriel (M.S.)
> Subject: Re: U204/J14 3.0L engine stall issue.

>
>
> Muriel :
>
> Can you pass the 2L8A-12A650-BD white paper to me ? By the way, what is

> your
> calibration level used on production ? How many engine stall percentage
> decrease by using the 2L8A-8D to replace the 2L8A-BC ?

>
> Hoshino san :

>
> What is the latest calibration level that MC use ?

>
> Best Regards
> C.K. Chang

>
> ----- Original Message -----

> From: "Sanders, Muriel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>

> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>

> Sent: Tuesday, May 21, 2002 4:07 AM

> Subject: RE: U204/J14 3.0L engine stall issue.

>
>
>> I checked again and 2L8A-12A650-8D is the stall robustness calibration
>> for CAA vehicles. This is according to the white papers. All 2003
>> calibrations start with 3L8A. We are still investigating the Idle
>> dips.

>> I'll keep you posted.

>>
>>> Muriel Sanders
>>> U204 3.0L Calibration
>>> Ford Motor Company
>>> Phone: 313-32-27307
>>> Fax: 313-32-31766

>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>

>>>
>>>
>>>

>>> -----Original Message-----

>>> From: cchang9 [mailto:cchang9@ford.com]

>>> Sent: Sunday, May 19, 2002 9:59 PM

>>> To: Sanders, Muriel (M.S.)

>>> Cc: jhoshino@ford.com <mailto:jhoshino@ford.com>

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>
>>>
>>> Muriel :

>>> The attachment file is the WERS information about 2L8A-12A650-8D. From
>>> your

>>> information, is the 2L8A-8D latest robustness calibration and better

>>> than
>>> 2L8A-BC ?

>>>
>>> By the way, you should have received the Hoshino san and my
>>> information
>>> about the "Idle drop by brake apply". Do you have any comment about it
>>> ?

>>> Because the U204/J14 3.0L engine stall case increased more and more,
>>> we

>> need
>> the best robustness calibration.
>>
>> Best Regards,
>> C.K. Chang

>>
>> — Original Message —

>> From: "Sanders, Murei (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>

>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>

>> Sent: Friday, May 17, 2002 10:20 PM

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>
>>

>>> 2L8A-12A650-BD is the current 2002 calibration for CAA (clean air
>>> act)

>>> vehicles. This is for the stall robustness action. I re-checked

>>> the

>>> white papers and our release information on our shared drive and

>>> this

>>> is

>>> correct. I believe the 2003 calibrations start with 3L8A. I'm not

>>> sure

>>> what concern you are referring to, but send me the concern number

>>> and

>>> we'll take a look at it. The person that released the calibrations

>>> is

>>> out of the office today, but I will talk to him about this on

>>> Monday.

>>>

>>>

>>>> Murei Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31786

>>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>

>>>>

>>>>

>>>>

>>>> — Original Message —

>>>> From: cchang9 (mailto:cchang9@ford.com)

>>>> Sent: Monday, May 13, 2002 10:50 PM

>>>> To: Sanders, Murei (M.S.); Hoshino, Jun (J.)

>>>> Cc: okazaki.yo@mazda.co.jp <mailto:okazaki.yo@mazda.co.jp>; McGee, Brett (B.L.)

>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Murei & Hoshino san :

>>>>

>>>> The customer complain vehicle about engine stall is :

>>>> VIN: 400528C U204 3.0L vehicle

>>>> Mileage: 2616km < occur engine stall >

>>>> Engine stall description :

>>>> May/7/2002 Morning, Engine stall while 40kph driving on general road

>>>>

>>> pedal
 >>> released > May/7/2002 Afternoon, Engine stall while tip In/out at
 > "N"
 >>> gear
 >>> then apply brake and shifting "R" gear. The vehicle can re-start..
 >>> The PCM level is 2L8A-12A650-BC.
 >>>
 >>> 6/13/2002
 >>> I conduct the test drive on VIN: 400528C < 2L8A-12A650-BC > about
 >> 20kph
 >>> cruising in FLH. I record one idle dips <225rpm, no engine stall>
 >>> condition
 >>> by WDS. The attachment file you can see first. < Include jpg file
 > and
 >>> WDS
 >>> file > The idle dips condition occur on the wave road and the
 > velocity
 >>> is
 >>> keeping 20kph.
 >>>
 >>> 5/14/2002
 >>> From Murel message< attachment mail>, I update the PCM software on
 >> VIN:
 >>> 400528C as 2L8A-12A650-BD. I measure the idle dips condition by
 > apply
 >>> brake
 >>> method. The vehicle also have the idle dips to 463rpm. Now, I
 > conduct
 >>> the
 >>> test drive in FLH about 20kph cruising, no idle dip occur.
 >>>
 >>> Hoshino san :
 >>> About my dura vehicle, there are no engine stall occur after i
 > update
 >>> the
 >>> PCM level to 1L8A-12A650-AZ8 and clean the carbon. Now, we have test
 >>> drive
 >>> about 8000km. I can't clearly point out does the PCM or carbon are
 >> root
 >>> cause ?
 >>>
 >>> Murel :
 >>> Does all of your vehicle assy with the 2L8A-12A650-BD level PCM ?
 > From
 >>> the
 >>> WERS information the BD level is for modifying the VMAX values on
 >> 2003MY
 >>> U204 PCM. But the BC level is for solving phantom engine stall
 > issue.
 >>> What I
 >>> say is right ?
 >>>
 >>> Best Regards
 >>> C.K. Chang
 >>> Taiwan FLH/LVT
 >>> Vehicle Test and Development Engineer
 >>>
 >>>

>>>
>>>
>>>
>>> ----- Original Message -----
>>> From: "Hoshino, Jun (J.)" <jhoshino@ford.com <mailto:jhoshino@ford.com>>
>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>
>>> Cc: "Sanders, Muriel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>; "McGee, Brett
> (B.L.)
>>"

>>> <bmcgee@ford.com <mailto:bmcgee@ford.com>>
>>> Sent: Monday, May 13, 2002 6:27 PM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> Chia Kai, I will try FCSD vehicle, but is this actual customer
>> usage?
>>>> What was the customer engine stall situation/condition? while
>> parking
>>>> maneuver?
>>>>
>>>> By the way, How is your durability vehicle? I hope to here good
> news
>>>> from you (no engine stall).
>>>>
>>>> Jun Hoshino

>>>> RHD Escape/Maverick FCSD PVT Program Manager
>>>> PVT & Field Support, Vehicle Service & Programs
>>>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220
>>>>
>>>>
>>>> ----- Original Message -----

>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Monday, May 13, 2002 1:35 PM
>>>> To: jhoshino@ford.com <mailto:jhoshino@ford.com>
>>>> Subject: Fw: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>> Hoshino san :
>>>>
>>>> Can you test U204 3.0L vehicle follow this process ?
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>>
>>>>

>>>> ----- Original Message -----
>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>
>>>> Sent: Saturday, May 11, 2002 3:41 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>

>>>>
>>>> Mr. Chang,
>>>>
>>>> I tried the sequence you listed below on a couple of our
> vehicles
>>>> today.
>>>> I did not have any idle dips or high "SHRTFT" during or after
> the
>>>> test.
>>>> Did this only happen on 1 vehicle? If so, I would check the MAF
>>>> sensor
>>>> gasket. There are now several reports (both Mazda and Ford) of
>> MAF
>>>> sensor gaskets not installed correctly or missing in some cases.
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>

>>>>>
>>>>>
>>>>>

>>>>> —Original Message—

>>>>> From: echang9 (mailto:echang9@ford.com)

>>>>> Sent: Friday, May 10, 2002 4:24 AM

>>>>> To: McGee, Brett (B.L.); jhashino@ford.com <mailto:jhashino@ford.com>; Sanders, Muriel
> (M.S.)

>>>>> Cc: Jao Jack; hsu c. c.; Ting F.K.

>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>

>>>>> Muriel:

>>>>>

>>>>> We find one idle unstable condition from our CKD 3.0L vehicle
> and

>>> KCAP

>>>>> J14

>>>>> 3.0L vehicle. Maybe you can test follow below situation,

>>>>> 1. Keep your vehicle in "P" or "N" gear.

>>>>> 2. Let A/C on

>>>>> 3. Let the ECT over 88C

>>>>> 4. Tip In/out several times

>>>>> 5. Apply heavy brake over "Ten" times.

>>>>> When you apply your brake, you will see your "SHRTFT" increase

>> over

>>>>> 30%.

>>>>> 6. Release brake, then turn steering wheel < slight ,

> half-circle>

>>> and

>>>>> release

>>>>> steering

>>>>> wheel.

>>>>> 7. See the RPM situation, RPM will down to 450-500RPM.

>>>>>

>>>> You can see the attachment file first. One is the WDS file,
>> another
>>> is
>>>> the
>>>> pic file. I have test the other model vehicles, include U204
> 2.0L
>>>> model,
>>>> no
>>>> such condition.
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com <mailto:cchang9@ford.com>

>>>>
>>>>
>>>> — Original Message —

>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>
>>>> Sent: Thursday, May 09, 2002 8:36 PM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>
>>>>
>>>>> I am assuming that you have also preformed all the fixes in
> the
>>> ISM
>>>> I
>>>>> sent. The TSB and ISM relate to stalls that occur on Escapes
>> and
>>>>> Tributes traveling about 30-45mph on closed throttle
>>> decelerations.
>>>>> This is the first time i have heard about a stall when
> shifting
>>> from
>>>>> drive to reverse.
>>>>>
>>>>>> Muriel Sanders
>>>>>> U204 3.0L Calibration
>>>>>> Ford Motor Company
>>>>>> Phone: 313-32-27307
>>>>>> Fax 313-32-31786

>>>>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>

>>>>>>
>>>>>>
>>>>>>
>>>>>> —Original Message—

>>>>>> From: cchang9 (mailto:cchang9@ford.com)
>>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>>> To: Sanders, Muriel (M.S.)
>>>>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>
>>>>>>
>>>>>> Muriel :
>>>>>>

>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>>> vehicle
>>>>> assy
>>>>> PCM
>>>>> with the 2L8A-12A650-BC < latest level > and the mileage is
>>> 2612km,
>>>> it
>>>>> occur
>>>>> on the general road while 40kph driving. When the customer
> drive
>>> to
>>>>> the
>>>>> garage and shift to "R" gear, it occur again. So, the engine
>> stall
>>>>> occur
>>>>> 2
>>>>> times. We follow the TSB 02-8-6 to check "step by step", the
> IAC
>>>> is
>>>>> normal
>>>>> (34%) and the EVAPVM is normal (0% -> 84% -100% -> 0%). We
>>> also
>>>>> check
>>>>> the Ground status (normal). We can't find any defect parts
> by
>>>> follow
>>>>> the
>>>>> TSB 02-8-6.
>>>>>
>>>>> So, how do you deal with your engine stall vehicle while TSB
>>> 02-8-6
>>>>> can't
>>>>> fix the issue ? Does the engine stall have any relation about
>>>>> calibration
>>>>> problem ? I have seen the ICCD about the NA engine stall
> issue.
>>>> it
>>>>> is
>>>>> the
>>>>> high rate. What do you do ?
>>>>>
>>>>> C.K. Chang
>>>>> Taiwan FLH/LVT
>>>>> Vehicle Test and Development Engineer
>>>>> Mailto: cchang9@ford.com <mailto:cchang9@ford.com>
>>>>>
>>>>>
>>>>> — Original Message —
>>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>
>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>
>>>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com <mailto:rdalbo@ford.com>>
>>>>> Sent: Wednesday, May 01, 2002 3:56 AM
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>

> > From: cchang9 [mailto:cchang9@ford.com]
> > Sent: Monday, May 13, 2002 10:50 PM
> > To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
> > Cc: okazaki.yo@mazda.co.jp; McGee, Brett (B.L.)
> > Subject: Re: U204/J14 3.0L engine stall issue.
> >
> >
> > Muriel & Hoshino san :
> >
> > The customer complain vehicle about engine stall is :
> > VIN: 400528C U204 3.0L vehicle
> > Millage: 2816km < occur engine stall >
> > Engine stall description :
> > May/7/2002 Morning, Engine stall while 40kph driving on general road <
> > pedal
> > released > May/7/2002 Afternoon, Engine stall while tip in/out at "N"
> > gear
> > then apply brake and shifting "R" gear. The vehicle can re-start..
> > The PCM level is 2L8A-12A650-BC.
> >
> > 5/13/2002
> > I conduct the test drive on VIN: 400528C < 2L8A-12A650-BC > about
> > 20kph
> > cruising in FLH. I record one idle dips <225rpm, no engine stall>
> > condition
> > by WDS. The attachment file you can see first. < Include jpg file and
> > WDS
> > file > The idle dips condition occur on the wave road and the velocity
> > is
> > keeping 20kph.
> >
> > 5/14/2002
> > From Muriel message< attachment mail>, I update the PCM software on
> > VIN:
> > 400528C as 2L8A-12A650-BD. I measure the idle dips condition by apply
> > brake
> > method. The vehicle also have the idle dips to 483rpm. Now, I conduct

> > the
> > test drive in FLH about 20kph cruising, no idle dip occur.
> >
> > Hoshino san :
> > About my dura vehicle, there are no engine stall occur after I update
> > the
> > PCM level to 1L8A-12A850-AZB and clean the carbon. Now, we have test
> > drive
> > about 8000km. I can't clearly point out does the PCM or carbon are
> > root
> > cause ?
> >
> > Muriel :
> > Does all of your vehicle assy with the 2L8A-12A850-BD level PCM ? From
> > the
> > WERS information the BD level is for modifying the VMAX values on
> > 2003MY
> > U204 PCM. But the BC level is for solving phantom engine stall issue.
> > What I
> > say is right ?
> >
> > Best Regards
> > C.K. Chang
> > Taiwan FLH/LVT
> > Vehicle Test and Development Engineer
> >
> >
> >
> >
> >
> > — Original Message —
> > From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
> > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> > Cc: "Sanders, Muriel (M.S.)" <msander6@ford.com>; "McGee, Brett (B.L.)
> > "
> > <bmcgee@ford.com>
> > Sent: Monday, May 13, 2002 6:27 PM

> > Subject: RE: U204/J14 3.0L engine stall issue.
> >
> >
> > > Chia Kai, I will try FCSD vehicle, but is this actual customer
> usage?
> > > What was the customer engine stall situation/condition? while
> parking
> > > maneuver?
> > >
> > > By the way, How is your durability vehicle? I hope to here good news
> > > from you (no engine stall!).
> > >
> > > Jun Hoshino
> > > RHD Escape/Maverick FCSD PVT Program Manager
> > > PVT & Field Support, Vehicle Service & Programs
> > > Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

> > >
> > >
> > >

> > > —Original Message—
> > > From: cchang9 [mailto:cchang9@ford.com]
> > > Sent: Monday, May 13, 2002 1:35 PM
> > > To: jhoshino@ford.com
> > > Subject: Fw: U204/J14 3.0L engine stall issue.

> > >
> > >

> > > Hoshino san :
> > >
> > > Can you test U204 3.0L vehicle follow this process ?

> > >

> > > C.K. Cheng
> > > Taiwan FLH/LVT
> > > Vehicle Test and Development Engineer

> > >
> > >

> > > — Original Message —
> > > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>> To: "Chang, Chia Kal (C.)" <cchang9@ford.com>
>>> Sent: Saturday, May 11, 2002 3:41 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> Mr. Chang,
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>>>> I tried the sequence you listed below on a couple of our vehicles
>>> today.
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>>> test.
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> MAF
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>>>>> U204 3.0L Calibration
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>>>>> Fax: 313-32-31786
>>>>> E-mail: msanders6@ford.com

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>>>> —Original Message—
>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Friday, May 10, 2002 4:24 AM
>>>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)
>>>> Cc: Jao Jack; hsu c. c.; Ting F.K.
>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>
>>>>
>>>>> Muriel :
>>>>>

>>>>> We find one idle unstable condition from our CKD 3.0L vehicle and

> > KCAP
> > > J14
> > > 3.0L vehicle. Maybe you can test follow below situation,
> > > 1. Keep your vehicle in "P" or "N" gear.
> > > 2. Let A/C on
> > > 3. Let the ECT over 88C
> > > 4. Tip In/out several times
> > > 5. Apply heavy brake over "Ten" times.
> > > When you apply your brake, you will see your "SHRTFT" increase
> over
> > > 30%.
> > > 6. Release brake, then turn steering wheel < slight , half-circle>
> > and
> > > release
> > > steering
> > > wheel.
> > > 7. See the RPM situation, RPM will down to 450~500RPM.
> > >
> > > You can see the attachment file first. One is the WDS file,
> another
> > is
> > > the
> > > pic file. I have test the other model vehicles, include U204 2.0L
> > > model,
> > > no
> > > such condition.
> > >
> > > C.K. Chang
> > > Taiwan FLH/LVT
> > > Vehicle Test and Development Engineer
> > > Mailto: cchang9@ford.com
> > >
> > >
> > > --- Original Message ---
> > > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> > > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> > > Sent: Thursday, May 09, 2002 8:35 PM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
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>>>>> I am assuming that you have also preformed all the fixes in the
>> ISM
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>>>>> sent. The TSB and ISM relate to stalls that occur on Escapes
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>>>>>> Muriel Sanders
>>>>>> U204 3.0L Calibration
>>>>>> Ford Motor Company
>>>>>> Phone: 313-32-27307
>>>>>> Fax: 313-32-31766
>>>>>> E-mail: msander6@ford.com
>>>>>>
>>>>>>
>>>>>>
>>>>>> ---Original Message---
>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>>> To: Sanders, Muriel (M.S.)
>>>>>> Cc: heu c. c.; Dalbo, Bob (R.J.)
>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>
>>>>>>
>>>>>> Muriel :
>>>>>>
>>>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>> vehicle
>>>>>>> easy
>>>>>>> PCM

>>>> with the 2L8A-12A650-BC < latest level > and the millage is
>> 2612km.
>>> It
>>>> occur
>>>> on the general road while 40kph driving. When the customer drive
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>>>> garage and shift to "R" gear, it occur again. So, the engine
> stall
>>>> occur
>>>> 2
>>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC
>> is
>>>> normal
>>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%). We
>> also
>>>> check
>>>> the Ground status (normal). We can't find any defect parts by
>>> follow
>>>> the
>>>> TSB 02-8-6.
>>>>
>>>> So, how do you deal with your engine stall vehicle while TSB
>> 02-8-6
>>>> can't
>>>> fix the issue ? Does the engine stall have any relation about
>>>> calibration
>>>> problem ? I have seen the ICCD about the NA engine stall issue.
> It
>>> is
>>>> the
>>>> high rate. What do you do ?
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com

>>>>

>>>>

>>>> --- Original Message ---

>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> Sent: Wednesday, May 01, 2002 3:58 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Attached is the draft of the ISM that will support the TSB.

> It

>>>> should

>>>>> be submitted by the end of the week.

>>>>>

>>>>>> Muriel Sanders

>>>>>> U204 3.0L Calibration

>>>>>> Ford Motor Company

>>>>>> Phone: 313-32-27307

>>>>>> Fax: 313-32-31766

>>>>>> E-mail: msander6@ford.com

>>>>>>

>>>>>>

>>>>>>

>>>>> ---Original Message---

>>>>> From: Dalbo, Bob (R.J.)

>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>> To: Sanders, Muriel (M.S.)

>>>>> Cc: Chang, Chia Kai (C.)

>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>

>>>>> Bob Dalbo

>>>>> 3.0L Calibration Supervisor

>>>>> Outfitters Calibration, NAT

>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>>
>>>>>

>>>>> —Original Message—

>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>>>> To: Dalbo, Bob (R.J.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>

>>>>> Bob :

>>>>>

>>>>> From your information, the TSB can fix 85% engine stall issue.

>> So,

>>>>> there

>>>>> are

>>>>> another ISM can fix the engine stall issue? Can you support

>> about

>>>> the

>>>>> ISM

>>>>> information? We Taiwan FLH need the overall engine stall

>>>> information

>>>>> to

>>>>> verify all possible cause. Or, you can tell me the ISM

> progress.

>>>>>

>>>>> Best Regards

>>>>>

>>>>> C.K. Chang

>>>>> FLH/LVT

>>>>> Vehicle Test and Development Engineer

>>>>> Mailto: cchang9@ford.com

>>>>>

>>>>>

>>>>>

>>>>>

>>>>> — Original Message —

>>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
>>> (B.L.)"

>>>>> <bmcgee@ford.com>

>>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett
>> (B.L.)"

>>>>> <bmcgee@ford.com>

>>>>> Sent: Tuesday, April 30, 2002 4:50 AM

>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>>> Our current understanding is that TSB 02-8-6 should fix

> about

>>> 85%

>>> of

>>>>>> stalling complaints. There is an ISM in the approval

> process

>> to

>>>>>> address

>>>>>> the remaining fraction of stalling complaints not covered by

>>>> normal

>>>>>> diagnostic processes or the TSB.

>>>>>>

>>>>>> Bob Dalbo

>>>>>> 3.0L Calibration Supervisor

>>>>>> Outfitters Calibration, NAT

>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>>

>>>>>>

>>>>>> — Original Message —

>>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>>> Sent: Monday, April 29, 2002 8:02 AM

>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)

>>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)

>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>

>>>>>>

>>>>>> Bob & McGee:

>>>>>>

>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to

>> check

>>>>> about

>>>>>> 8

>>>>>> steps. Our top manager need to understand, does the TSB

> 02-8-6

>>> can

>>>>>> effective

>>>>>> fix the engine stall issue or the effective percentage ?

>>>>>> Another question, we have one U204 2.0L vehicle has the

>> similar

>>>>> engine

>>>>>> stall

>>>>>> issue, It also happened on the Idle status <stop at traffic

>>> light

>>>>>.

>>>>>> But

>>>>>> the

>>>>>> vehicle has the Idle RPM unstable issue, when parking "P"

>> gear,

>>>> the

>>>>>> RPM

>>>>>> will

>>>>>> arise to 2700rpm.

>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are

> 6

>>>>> vehicles

>>>>>> are

>>>>>> engine stall by our local wiring design issue. (crankshaft

>>> sensor

>>>>>> wire

>>>>>> shorting) Another one is this Idle unstable vehicle. >

>>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204

>>>> vehicle.
>>>>>> Thx.
>>>>>>
>>>>>>
>>>>>> Best Regards
>>>>>> C.K. Chang
>>>>>> FLH/LVT
>>>>>> Vehicle Test and Development Engineer
>>>>>>
>>>>>>
>>>>>>
>>>>>>
>>>>>>
>>>>>>

From: Hoshino, Jun (J.)
Sent: Monday, May 20, 2002 10:13 PM
To: Sanders, Muriel (M.S.)
Subject: RE: U204/J14 3.0L engine stall issue.

Thank you Muriel,
I will wait engineering thought.

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Sanders, Muriel (M.S.)
Sent: Saturday, May 18, 2002 5:19 AM
To: Hoshino, Jun (J.)
Subject: RE: U204/J14 3.0L engine stall issue.

I haven't been able to get a vehicle with the new calibration to stall (or rpm dip) doing this - I tried again today. I am going to have another person in the group look at this and see what he thinks. He is out of the office until Monday so I'll talk to him then.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

—Original Message—

From: Hoshino, Jun (J.)
Sent: Friday, May 17, 2002 8:39 AM
To: Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Do you have any comment?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

—Original Message—

From: Hoshino, Jun (J.)
Sent: Tuesday, May 14, 2002 8:48 PM
To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

Today I have visited Ford Dealer and verified your concern on dealer demo vehicle and FCSD vehicle.

Dealer demo vehicle:

Mirage: 378km (235mil)

Calibration: 1L8U-GE (NO stall robustness calibration)

IAC at P range with no load: 34.38%

The lowest drop RPM: 530rpm

FCSD vehicle:

Mirage: 17451km (10907mil)

Calibration: 1L7A-BCB (stall robustness calibration)

IAC at P range with no load: 38.87.%

The lowest drop RPM: 490rpm

I have experienced RPM drop when I tried the sequence (while SHRTFTs were over 30%) on both vehicles. I also tried on D/N range, but not so dropped.

Muriel,

According to today's verification, FCSD vehicle have similar condition (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD vehicle to latest level a month ago). However I have never been experienced any engine stall so far(I have been driving this vehicle in January '01).

So, the sequence is unlikely customer's usage, do you think this phenomenon induces engine stall condition? If yes, we need stall robust robustness at parking maneuver.

Jun Hoehino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

— Original Message —

From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

Sent: Tuesday, May 14, 2002 3:08 AM

Subject: RE: U204/J14 3.0L engine stall issue.

> There is a newer calibration than the one you gave (2L8A-12A850-BD).
> This would be the stall robustness calibration.

>
> I tried a couple more vehicles today. I was able to duplicate your
> problem, but it was on a vehicle without the latest stall robustness
> calibration. The RPM didn't drop every time I did the sequence. The
> vehicles with the newest calibration did not any problems. Try
> updating your calibration and let me know if you still have the same
> situation.

>
>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company
>> Phone: 313-32-27307
>> Fax: 313-32-31766
>> E-mail: msander6@ford.com

>>

>

>

> —Original Message—

> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Monday, May 13, 2002 12:33 AM
> To: jhoshino@ford.com; Sanders, Muriel (M.S.)
> Cc: hsu c. c.
> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel :

>

> Relly, you have the normal idle situation. I have tried the three
> vehicle. <

> one is customer complain engine stall vehicle, the other is new CKD
> vehicle

>> All of the vehicle have the same situation of idle dips. Our PCM level
> is

> 2L8A-12A850-BC. Which level is your vehicle assy ?

> I will check more, if any more information, I will let you know. Thx.
>
> By the way, I guess there is "another" air flow into the intake manifold
> <
> not pass through the MAF >. When I apply brake, it make the "SHRTFT"
> become
> high. When we release the brake, there are not "another" air flow. So,
> we
> suppose that "SHRTFT" increase to enrich fuel due to some air from
> booster
> makes lean combustion. Then, the engine is on rich fuel condition, If we
> release brake and apply PAS a little, additional load may cause engine
> stall
> casually. Up to now, we haven't tried out the engine stall condition,
> but
> engine may down to 450rpm.
>
> Besides, would you please provide us the relationship between TPS & MAF.
> We
> can check these data by WDS.
>
> Best Regards.
> C.K. Chang
> Taiwan FLH/LVT
> Vehicle Test and Development Engineer
>
> — Original Message —
> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Saturday, May 11, 2002 3:41 AM
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
>> Mr. Chang,
>>
>> I tried the sequence you listed below on a couple of our vehicles
> today.

> > I did not have any idle dips or high "SHRTFT" during or after the
> test.
> > Did this only happen on 1 vehicle? If so, I would check the MAF
> sensor
> > gasket. There are now several reports (both Mazda and Ford) of MAF
> > sensor gaskets not installed correctly or missing in some cases.
> >

> > > Muriel Sanders
> > > U204 3.0L Callbration
> > > Ford Motor Company
> > > Phone: 313-32-27307
> > > Fax: 313-32-31786
> > > E-mail: msander6@ford.com

> > >
> >
> >

> > -----Original Message-----

> > From: cchang9 [mailto:cchang9@ford.com]
> > Sent: Friday, May 10, 2002 4:24 AM
> > To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)
> > Cc: Jao Jack; hsu c. c.; Ting F.K.
> > Subject: Re: U204/J14 3.0L engine stall issue.

> >
> >

> > Muriel :

> >

> > We find one idle unstable condition from our CKD 3.0L vehicle and KCAP

> > J14

> > 3.0L vehicle. Maybe you can test follow below situation,

> > 1. Keep your vehicle in "P" or "N" gear.

> > 2. Let A/C on

> > 3. Let the ECT over 88C

> > 4. Tip in/out several times

> > 5. Apply heavy brake over "Ten" times.

> > When you apply your brake, you will see your "SHRTFT" increase over

> > 30%.

> > 6. Release brake, then turn steering wheel < slight > and release

> > steering
> > wheel.
> > 7. See the RPM situation, RPM will down to 450~500RPM.
> >
> > You can see the attachment file first. One is the WDS file, another is
> > the
> > plc file. I have test the other model vehicles, include U204 2.0L
> model,
> > no
> > such condition.
> >
> > C.K. Chang
> > Taiwan FLH/LVT
> > Vehicle Test and Development Engineer
> > Mailto: cchang9@ford.com
> >
> >
> > — Original Message —
> > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> > Sent: Thursday, May 09, 2002 8:35 PM
> > Subject: RE: U204/J14 3.0L engine stall issue.
> >
> >
> > > I am assuming that you have also preformed all the fixes in the ISM
> > > |
> > > sent. The TSB and ISM relate to stalls that occur on Escapes and
> > > Tributes traveling about 30-45mph on closed throttle decelerations.
> > > This is the first time I have heard about a stall when shifting from
> > > drive to reverse.
> > >
> > > > Muriel Sanders
> > > > U204 3.0L Calibration
> > > > Ford Motor Company
> > > > Phone: 313-32-27307
> > > > Fax: 313-32-31788
> > > > E-mail: msander6@ford.com

>>>
>>>
>>>

>>> —Original Message—

>>> From: cchang9 [mailto:cchang9@ford.com]
>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>> To: Sanders, Muriel (M.S.)
>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>
>>>

>>> Muriel :

>>>

>>> Today, we deal with one U204 3.0L engine stall vehicle. The vehicle
>> assy

>>> PCM

>>> with the 2L8A-12A650-BC < latest level > and the millage is 2612km.

> it

>>> occur

>>> on the general road while 40kph driving. When the customer drive to

>> the

>>> garage and shift to "R" gear, it occur again. So, the engine stall

>> occur

>>> 2

>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC is

>>> normal

>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%). We also

>>> check

>>> the Ground status (normal). We can't find any defect parts by

> follow

>>> the

>>> TSB 02-8-6.

>>>

>>> So, how do you deal with your engine stall vehicle while TSB 02-8-6

>>> can't

>>> fix the issue ? Does the engine stall have any relation about

>>> calibration

> > > problem ? I have seen the ICCD about the NA engine stall issue. It
> is
> > > the
> > > high rate. What do you do ?
> > >
> > > C.K. Chang
> > > Taiwan FLH/LVT
> > > Vehicle Test and Development Engineer
> > > Mailto: cchang9@ford.com
> > >
> > >
> > > — Original Message —
> > > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> > > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> > > Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
> > > Sent: Wednesday, May 01, 2002 3:56 AM
> > > Subject: RE: U204/J14 3.0L engine stall issue.
> > >
> > >
> > > > Attached is the draft of the ISM that will support the TSB. It
> > > > should
> > > > be submitted by the end of the week.
> > > >
> > > > > Muriel Sanders
> > > > > U204 3.0L Calibration
> > > > > Ford Motor Company
> > > > > Phone: 313-32-27307
> > > > > Fax 313-32-31786
> > > > > E-mail: msander6@ford.com
> > > > >
> > > > >
> > > > >
> > > > > —Original Message—
> > > > > From: Dalbo, Bob (R.J.)
> > > > > Sent: Tuesday, April 30, 2002 2:03 PM
> > > > > To: Sanders, Muriel (M.S.)
> > > > > Cc: Chang, Chia Kai (C.)

>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>> Please provide status of the stall ISM to Mr. Chang.
>>>>
>>>> Bob Dalbo
>>>> 3.0L Calibration Supervisor
>>>> Outfitters Calibration, NAT
>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>
>>>>

>>>> —Original Message—

>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>>> To: Dalbo, Bob (R.J.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>
>>>>

>>>> Bob :

>>>>

>>>> From your information, the TSB can fix 85% engine stall issue. So,

>>>> there

>>>> are

>>>> another ISM can fix the engine stall issue? Can you support about

>>>> the

>>>> ISM

>>>> information? We Taiwan FLH need the overall engine stall

>>>> information

>>>> to

>>>> verify all possible cause. Or, you can tell me the ISM progress.

>>>>

>>>> Best Regards

>>>>

>>>> C.K. Chang

>>>> FLHLVT

>>>> Vehicle Test and Development Engineer

>>>> Mailto: cchang9@ford.com

>>>>

>>>>

>>>>

>>>>

>>>> — Original Message —

>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
> (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Sent: Tuesday, April 30, 2002 4:50 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Our current understanding is that TSB 02-8-8 should fix about
> 85%

>> of

>>>>> stalling complaints. There is an ISM in the approval process to
>>>>> address

>>>>> the remaining fraction of stalling complaints not covered by
>> normal

>>>>> diagnostic processes or the TSB.

>>>>>

>>>>> Bob Dalbo

>>>>> 3.0L Calibration Supervisor

>>>>> Outfitters Calibration, NAT

>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>

>>>>>

>>>>> —Original Message—

>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>> Sent: Monday, April 29, 2002 8:02 AM

>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)

>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)

>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>> Bob & McGee:
>>>>
>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to check
>>> about
>>>> s
>>>> steps. Our top manager need to understand, does the TSB 02-8-6
> can
>>>> effective
>>>> fix the engine stall issue or the effective percentage ?
>>>> Another question, we have one U204 2.0L vehicle has the similar
>>> engine
>>>> stall
>>>> issue, it also happened on the idle status <stop at traffic
> fight
>>>.
>>>> But
>>>> the
>>>> vehicle has the idle RPM unstable issue, when parking "P" gear,
>> the
>>>> RPM
>>>> will
>>>> arise to 2700rpm.
>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
>>> vehicles
>>>> are
>>>> engine stall by our local wiring design issue. (crankshaft
> sensor
>>>> wire
>>>> shorting) Another one is this idle unstable vehicle. >
>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>> vehicle.
>>>> Thx.
>>>>
>>>>

>>>> Best Regards
>>>> C.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>>
>>>>
>>>>
>>>>
>>>>
>>>>

From: cchang9 [cchang9@ford.com]
Sent: Monday, May 20, 2002 9:26 PM
To: Sanders, Muriel (M.S.)
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel :

Thanks for you reply. There are one question. From your explain, we know the BD is the stall robustness calibration for CAA vehicles. But our production < Taiwan FLH > using BC level PCM. Do we need to update all vehicles to BD level ? Now, we just fix the engine stall vehicle by update to BD level for service.

Best Regards
C.K. Chang

— Original Message —

From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
Sent: Tuesday, May 21, 2002 4:07 AM
Subject: RE: U204/J14 3.0L engine stall issue.

> I checked again and 2L8A-12A650-BD is the stall robustness calibration
> for CAA vehicles. This is according to the white papers. All 2003
> calibrations start with 3L8A. We are still investigating the idle dips.

> I'll keep you posted.

>

> > Muriel Sanders

> > U204 3.0L Calibration

> > Ford Motor Company

> > Phone: 313-32-27307

> > Fax: 313-32-31786

> > E-mail: msander6@ford.com

> >

>

>

> —Original Message—

> From: cchang9 [mailto:cchang9@ford.com]

> Sent: Sunday, May 19, 2002 9:59 PM

> To: Sanders, Muriel (M.S.)

> Cc: Jhoshino@ford.com

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel :

>

> The attachment file is the WERS information about 2L8A-12A650-BD. From

> your

> information, is the 2L8A-BD latest robustness calibration and better

> than

> 2L8A-BC ?

>

> By the way, you should have received the Hoshino sen and my information

> about the "idle drop by brake apply". Do you have any comment about it ?

> Because the U204/J14 3.0L engine stall case increased more and more, we

> need

> the best robustness calibration.

>

> Best Regards.

> C.K. Chang

>

> — Original Message —

> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Friday, May 17, 2002 10:20 PM
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
>> 2L8A-12A850-BD is the current 2002 calibration for CAA (clean air
> act)
>> vehicles. This is for the stall robustness action. I re-checked
> the
>> white papers and our release information on our shared drive and this
> is
>> correct. I believe the 2003 calibrations start with 3L8A. I'm not
> sure
>> what concern you are referring to, but send me the concern number and
>> we'll take a look at it. The person that released the calibrations is
>> out of the office today, but I will talk to him about this on Monday.
>>
>>
>>> Muriel Sanders
>>> U204 3.0L Calibration
>>> Ford Motor Company
>>> Phone: 313-32-27307
>>> Fax: 313-32-31786
>>> E-mail: msander6@ford.com
>>>
>>
>>
>> -----Original Message-----
>> From: cchang9 [mailto:cchang9@ford.com]
>> Sent: Monday, May 13, 2002 10:50 PM
>> To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
>> Cc: okazaki.yo@mazda.co.jp; McGee, Brett (B.L.)
>> Subject: Re: U204/J14 3.0L engine stall issue.
>>
>>
>> Muriel & Hoshino san :

>>
>> The customer complain vehicle about engine stall is :
>> VIN: 400528C U204 3.0L vehicle
>> Millage: 2816km < occur engine stall >
>> Engine stall description :
>> May/7/2002 Morning, Engine stall while 40kph driving on general road <
>> pedal
>> released > May/7/2002 Afternoon, Engine stall while tip in/out at "N"
>> gear
>> then apply brake and shifting "R" gear. The vehicle can re-start..
>> The PCM level is 2L8A-12A650-BC.
>>
>> 5/13/2002
>> I conduct the test drive on VIN: 400528C < 2L8A-12A650-BC > about
>> 20kph
>> cruising in FLH. I record one idle dips <225rpm, no engine stall>
>> condition
>> by WDS. The attachment file you can see first. < Include jpg file and
>> WDS
>> file > The idle dips condition occur on the wave road and the velocity
>> is
>> keeping 20kph.
>>
>> 5/14/2002
>> From Muriel message< attachment mail>, I update the PCM software on
>> VIN:
>> 400528C as 2L8A-12A650-BD. I measure the idle dips condition by apply
>> brake
>> method. The vehicle also have the idle dips to 483rpm. Now, I conduct
>> the
>> test drive in FLH about 20kph cruising, no idle dip occur.
>>
>> Hoshino san :
>> About my dura vehicle, there are no engine stall occur after I update
>> the
>> PCM level to 1L8A-12A650-AZB and clean the carbon. Now, we have test
>> drive

> > about 8000km. I can't clearly point out does the PCM or carbon are
> root
> > cause ?
> >
> > Muriel :
> > Does all of your vehicle assay with the 2L8A-12A650-BD level PCM ? From
> > the
> > WERS Information the BD level is for modifying the VMAX values on
> 2003MY
> > U204 PCM. But the BC level is for solving phantom engine stall issue.
> > What I
> > say is right ?
> >
> > Best Regards
> > C.K. Chang
> > Taiwan FLH/LVT
> > Vehicle Test and Development Engineer
> >
> >
> >
> >
> >
> > --- Original Message ---
> > From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
> > To: "Chia Kai (C.)" <cchang@ford.com>
> > Cc: "Sanders, Muriel (M.S.)" <msander6@ford.com>; "McGee, Brett (B.L.)"
> > <bmcgee@ford.com>
> > Sent: Monday, May 13, 2002 6:27 PM
> > Subject: RE: U204/J14 3.0L engine stall issue.
> >
> >
> > > Chia Kai, I will try FCSD vehicle, but is this actual customer
> > usage?
> > > What was the customer engine stall situation/condition? while
> > parking
> > > maneuver?

> > >

> > > By the way, How is your durability vehicle? I hope to here good news
> > > from you (no engine stall).

> > >

> > > Jun Hoshino

> > > RHD Escape/Maverick FCSD PVT Program Manager

> > > PVT & Field Support, Vehicle Service & Programs

> > > Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

> > >

> > >

> > >

> > > —Original Message—

> > > From: cchang9 [mailto:cchang9@ford.com]

> > > Sent: Monday, May 13, 2002 1:35 PM

> > > To: jhoshino@ford.com

> > > Subject: Fw: U204/J14 3.0L engine stall issue.

> > >

> > >

> > > Hoshino san :

> > >

> > > Can you test U204 3.0L vehicle follow this process ?

> > >

> > > C.K. Chang

> > > Taiwan FLH/LVT

> > > Vehicle Test and Development Engineer

> > >

> > >

> > > — Original Message —

> > > From: "Sanders, Murtel (M.S.)" <msander6@ford.com>

> > > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

> > > Sent: Saturday, May 11, 2002 3:41 AM

> > > Subject: RE: U204/J14 3.0L engine stall issue.

> > >

> > >

> > > > Mr. Chang,

> > > >

> > > > I tried the sequence you listed below on a couple of our vehicles

>>> today.
>>>> I did not have any idle dips or high "SHRTFT" during or after the
>>> test.
>>>> Did this only happen on 1 vehicle? If so, I would check the MAF
>>> sensor
>>>> gasket. There are now several reports (both Mazda and Ford) of
> MAF
>>>> sensor gaskets not installed correctly or missing in some cases.
>>>>

>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31788
>>>>> E-mail: msander6@ford.com

>>>>>
>>>>>
>>>>>

>>>> —Original Message—

>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Friday, May 10, 2002 4:24 AM
>>>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)
>>>> Cc: Jao Jack; hsu c. c.; Ting F.K.
>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>
>>>>

>>>> Muriel :

>>>>

>>>> We find one idle unestable condition from our CKD 3.0L vehicle and

>> KCAP

>>>> J14

>>>> 3.0L vehicle. Maybe you can test follow below situation,

>>>> 1. Keep your vehicle in "P" or "N" gear.

>>>> 2. Let A/C on

>>>> 3. Let the ECT over 88C

>>>> 4. Tip In/out several times

>>>> 5. Apply heavy brake over "Ten" times.

>>>> When you apply your brake, you will see your "SHRTFT" increase
> over
>>> 30%.
>>>> 6. Release brake, then turn steering wheel < slight , half-circle>
>> and
>>> release
>>>> steering
>>>> wheel.
>>>> 7. See the RPM situation, RPM will down to 450-500RPM.
>>>>
>>>> You can see the attachment file first. One is the WDS file,
> another
>> is
>>>> the
>>>> pic file. I have test the other model vehicles, include U204 2.0L
>>> model,
>>>> no
>>>> such condition.
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang6@ford.com
>>>>
>>>>
>>>> — Original Message —
>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>>> To: "Chang, Chia Kal (C.)" <cchang6@ford.com>
>>>> Sent: Thursday, May 09, 2002 8:35 PM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>>> I am assuming that you have also preformed all the fixes in the
>> ISM
>>> |
>>>>> sent. The TSB and ISM relate to stalls that occur on Escapes
> and

>>>> Tributes traveling about 30-45mph on closed throttle
>> decelerations.
>>>> This is the first time I have heard about a stall when shifting
>> from
>>>> drive to reverse.
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msander6@ford.com

>>>>>

>>>>>

>>>>>

>>>>> ---Original Message---

>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>> To: Sanders, Muriel (M.S.)
>>>>> Cc: hau c. c.; Dalbo, Bob (R.J.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Muriel :

>>>>>

>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>> vehicle

>>>>> assy

>>>>> PCM

>>>>> with the 2LBA-12A850-BC < latest level > and the millage is
>> 2812km.

>>>> It

>>>>> occur

>>>>> on the general road while 40kph driving. When the customer drive

>> to

>>>>> the

>>>>> garage and shift to "R" gear, it occur again. So, the engine

> stall
> > > occur
> > > > 2
> > > > times. We follow the TSB 02-8-6 to check "step by step", the IAC
> > is
> > > > normal
> > > > (34%) and the EVAPVM is normal (0% -> 84% -100% -> 0%). We
> > also
> > > > check
> > > > the Ground status (normal). We can't find any defect parts by
> > > follow
> > > > the
> > > > TSB 02-8-6.
> > > >
> > > > So, how do you deal with your engine stall vehicle while TSB
> > 02-8-6
> > > > can't
> > > > fix the issue ? Does the engine stall have any relation about
> > > > calibration
> > > > problem ? I have seen the ICCD about the NA engine stall issue.
> it
> > > is
> > > > the
> > > > high rate. What do you do ?
> > > >
> > > > C.K. Chang
> > > > Taiwan FLH/LVT
> > > > Vehicle Test and Development Engineer
> > > > Mailto: cchang9@ford.com
> > > >
> > > >
> > > > — Original Message —
> > > > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> > > > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> > > > Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
> > > > Sent: Wednesday, May 01, 2002 3:56 AM
> > > > Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Attached is the draft of the ISM that will support the TSB.

> It

>>>> should

>>>>> be submitted by the end of the week.

>>>>>

>>>>>> Muriel Sanders

>>>>>> U204 3.0L Calibration

>>>>>> Ford Motor Company

>>>>>> Phone: 313-32-27307

>>>>>> Fax: 313-32-31786

>>>>>> E-mail: msander6@ford.com

>>>>>>

>>>>>>

>>>>>>

>>>>>> —Original Message—

>>>>>> From: Dalbo, Bob (R.J.)

>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>>> To: Sanders, Muriel (M.S.)

>>>>>> Cc: Chang, Chia Kai (C.)

>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>

>>>>>>

>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>

>>>>>> Bob Dalbo

>>>>>> 3.0L Calibration Supervisor

>>>>>> Outfitters Calibration, NAT

>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>>

>>>>>>

>>>>>> —Original Message—

>>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>>>> To: Dalbo, Bob (R.J.)

>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Bob :
>>>>>
>>>>> From your information, the TSB can fix 85% engine stall issue.
>> So,
>>>>> there
>>>>> are
>>>>> another ISM can fix the engine stall issue! Can you support
>> about
>>>>> the
>>>>> ISM
>>>>> information ? We Taiwan FLH need the overall engine stall
>>>> information
>>>>> to
>>>>> verify all possible cause. Or, you can tell me the ISM
> progress.
>>>>>
>>>>> Best Regards
>>>>>
>>>>> C.K. Chang
>>>>> FLH/LVT
>>>>> Vehicle Test and Development Engineer
>>>>> Mailto: cchang9@ford.com
>>>>>
>>>>>
>>>>>
>>>>>
>>>>> — Original Message —
>>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
>>> (B.L.)"
>>>>> <bmcgee@ford.com>
>>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett
>> (B.L.)"
>>>>> <bmcgee@ford.com>

>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>>> Our current understanding is that TSB 02-8-6 should fix
> about
>>> 85%
>>> of
>>>>>> stalling complaints. There is an ISM in the approval
> process
>> to
>>>>>> address
>>>>>> the remaining fraction of stalling complaints not covered by
>>>> normal
>>>>>> diagnostic processes or the TSB.

>>>>>>>
>>>>>>> Bob Dalbo
>>>>>>> 3.0L Calibration Supervisor
>>>>>>> Outfitters Calibration, NAT
>>>>>>> Phone: (313) 24-84847 Fax: (313) 32-31786
>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>>>>
>>>>>>>

>>>>>>> —Original Message—
>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>>> Cc: jhoshlno@ford.com; McGee, Brett (B.L.)
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>
>>>>>>>
>>>>>>> Bob & McGee:
>>>>>>>
>>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
>> check
>>>>> about
>>>>>>> B

>>>>>> steps. Our top manager need to understand, does the TSB
> 02-8-6
>>> can
>>>>>> effective
>>>>>> fix the engine stall issue or the effective percentage ?
>>>>>> Another question, we have one U204 2.0L vehicle has the
>> similar
>>>>> engine
>>>>>> stall
>>>>>> issue, it also happened on the idle status <stop at traffic
>>> light
>>>>>.
>>>>>> But
>>>>>> the
>>>>>> vehicle has the idle RPM unstable issue, when parking "P"
>> gear,
>>>> the
>>>>>> RPM
>>>>>> will
>>>>>> arise to 2700rpm.
>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are
> 6
>>>>> vehicles
>>>>>> are
>>>>>> engine stall by our local wiring design issue. (crankshaft
>>> sensor
>>>>>> wire
>>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>>>> vehicle.
>>>>>> Thx.
>>>>>>
>>>>>>
>>>>>> Best Regards
>>>>>> C.K. Chang
>>>>>> FLHLVT
>>>>>> Vehicle Test and Development Engineer

>>>>> Attached is the draft of the ISM that will support the TSB.
>> If
>>>> should
>>>>> be submitted by the end of the week.
>>>>>>
>>>>>> Muriel Sanders
>>>>>> U204 3.0L Calibration
>>>>>> Ford Motor Company
>>>>>> Phone: 313-32-27307
>>>>>> Fax: 313-32-31786
>>>>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>

>>>>>>
>>>>>>
>>>>>>

>>>>>> —Original Message—
>>>>>> From: Dalbo, Bob (R.J.)
>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM
>>>>>> To: Sanders, Muriel (M.S.)
>>>>>> Cc: Chang, Chia Kai (C.)
>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>
>>>>>>
>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>>
>>>>>>> Bob Dalbo
>>>>>>> 3.0L Calibration Supervisor
>>>>>>> Outfitters Calibration, NAT
>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com <mailto:rdalbo@ford.com>

>>>>>>>
>>>>>>>

>>>>>>> —Original Message—
>>>>>>> From: cchang9 (mailto:cchang9@ford.com)
>>>>>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>>>>>> To: Dalbo, Bob (R.J.)
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>
>>>>>>>
>>>>>>> Bob :

>>>>>>> From your information, the TSB can fix 85% engine stall
> issue.

>>> So,
>>>>>> there
>>>>>> are
>>>>>> another ISM can fix the engine stall issue? Can you support
>>> about
>>>>> the
>>>>>> ISM
>>>>>> Information? We Taiwan FLH need the overall engine stall
>>>> Information
>>>>>> to
>>>>>> verify all possible cause. Or, you can tell me the ISM
>> progress.

>>>>>>>
>>>>>>> Best Regards
>>>>>>>

>>>>>> C.K. Chang
>>>>>> FLH/LVT
>>>>>> Vehicle Test and Development Engineer
>>>>>> Mailto: cchang9@ford.com <mailto:cchang9@ford.com>

>>>>>>
>>>>>>
>>>>>>
>>>>>>

>>>>>> — Original Message —

>>>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com <mailto:rdalbo@ford.com>>
>>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>; "McGee, Brett
>>>> (B.L.)"

>>>>>> <bmcgee@ford.com <mailto:bmcgee@ford.com>>

>>>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com <mailto:jhoshino@ford.com>>; "McGee, Brett
>>> (B.L.)"

>>>>>> <bmcgee@ford.com <mailto:bmcgee@ford.com>>

>>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>
>>>>>>

>>>>>>> Our current understanding is that TSB 02-8-6 should fix
>> about
>>>> 85%
>>>> of
>>>>>>> stalling complaints. There is an ISM in the approval
>> process
>>> to
>>>>>>> address
>>>>>>> the remaining fraction of stalling complaints not covered
> by

>>>>>> normal
>>>>>>> diagnostic processes or the TSB.

>>>>>>>
>>>>>>> Bob Dalbo
>>>>>>> 3.0L Calibration Supervisor
>>>>>>> Outfitters Calibration, NAI
>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>>>> Pager: (313) 795-2869 Email: rdalbo@ford.com <mailto:rdalbo@ford.com>

>>>>>>>
>>>>>>>

>>>>>>> —Original Message—

>>>>>>> From: cchang9 (mailto:cchang9@ford.com)
>>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>>> Cc: jhoshino@ford.com <mailto:jhoshino@ford.com>; McGee, Brett (B.L.)
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>
>>>>>>>

>>>>>>>> Bob & McGee:

>>>>>>>>

>>>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
>>> check

>>>>> about
>>>>> 8
>>>>>> steps. Our top manager need to understand, does the TSB
>> Q2-8-6
>>> can
>>>>>> effective
>>>>>> fix the engine stall issue or the effective percentage ?
>>>>>> Another question, we have one U204 2.0L vehicle has the
>>> similar
>>>>> engine
>>>>>> stall
>>>>>> issue, It also happened on the idle status <stop at
> traffic
>>>> light
>>>>>>
>>>>>> But
>>>>>> the
>>>>>> vehicle has the idle RPM unstable issue, when parking "P"
>>> gear,
>>>>> the
>>>>>> RPM
>>>>>> will
>>>>>> arise to 2700rpm.
>>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there
> are
>> 6
>>>>>> vehicles
>>>>>> are
>>>>>> engine stall by our local wiring design issue. (
> crankshaft
>>>> sensor
>>>>>> wire
>>>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>>>> Please feedback to me ASAP. We have to deal with Taiwan
> U204
>>>>>> vehicle.
>>>>>>> Thx.
>>>>>>>
>>>>>>>
>>>>>>> Best Regards
>>>>>>> C.K. Chang
>>>>>>> RJH/LVT
>>>>>>> Vehicle Test and Development Engineer
>>>>>>>
>>>>>>>
>>>>>>>
>>>>>>>
>>>>>>>
>>>>>>>

From: cchang9 [cchang9@ford.com]
Sent: Tuesday, May 21, 2002 8:57 PM
To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
Subject: Re: U204/J14 3.0L engine stall issue.

Both :

I think maybe I have mix about the PCM level meaning. Can you explain again ?
WDS B16 ---1U7A-FC---No robustness.
WDS B17 ---2L8A-BC<1U7A-AZA>---Does it with the robustness calibration ?
WDS B18 ---2L8A-BD<1U7A-AZB>---With the robustness.
Does any different between B17 and B17.1 < From the TSB 02-8-8 > ?

Hoshino san:
Right I mean the Japan Market. If you have used the BD calibration for production, how many percentage can decrease the engine stall ?

Best Regards
C.K. Chang
FLHLVT
Vehicle Test and Development Engineer

— Original Message —

From: "Hoshino, Jun (J.)" <jhoshino@ford.com <mailto:jhoshino@ford.com>>
To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>
Cc: "Sanders, Muriel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>
Sent: Wednesday, May 22, 2002 6:43 AM
Subject: RE: U204/J14 3.0L engine stall issue.

> Chia Kai,
> What do you "MC use" mean?
> For Japan market??
>
> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220
>
>
>

> —Original Message—

> **From:** cchang9 (mailto:cchang9@ford.com)
> **Sent:** Tuesday, May 21, 2002 4:49 PM
> **To:** jhoshino@ford.com <mailto:jhoshino@ford.com>; Sanders, Muriel (M.S.)
> **Subject:** Re: U204/J14 3.0L engine stall issue.
>
>
> Muriel :
>
> Can you pass the 2L8A-12A650-BD white paper to me ? By the way, what is

> your
> calibration level used on production ? How many engine stall percentage
> decrease by using the 2L8A-BD to replace the 2L8A-BC ?
>
> Hoshino san :
>
> What is the latest calibration level that MC use ?
>
> Best Regards
> C.K. Chang
>
> — Original Message —
> From: "Sanders, Muriel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>
> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>
> Sent: Tuesday, May 21, 2002 4:07 AM
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
>> I checked again and 2L8A-12A650-BD is the stall robustness calibration
>> for CAA vehicles. This is according to the white papers. All 2003
>> calibrations start with 3L8A. We are still investigating the idle
>> dips.
>> I'll keep you posted.
>>
>>> Muriel Sanders
>>> U204 3.0L Calibration
>>> Ford Motor Company
>>> Phone: 313-32-27307
>>> Fax: 313-32-31786
>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>
>>>
>>>
>>> —Original Message—
>>> From: cchang9 (mailto:cchang9@ford.com)
>>> Sent: Sunday, May 19, 2002 9:59 PM
>>> To: Sanders, Muriel (M.S.)
>>> Cc: jhoshino@ford.com <mailto:jhoshino@ford.com>
>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>
>>>
>>> Muriel :
>>>
>>> The attachment file is the WERS information about 2L8A-12A650-BD. From
>>> your
>>> information, is the 2L8A-BD latest robustness calibration and better
>>> than
>>> 2L8A-BC ?
>>>
>>> By the way, you should have received the Hoshino san and my
>> Information
>> about the "idle drop by brake apply". Do you have any comment about it
>> ?
>> Because the U204/J14 3.0L engine stall case increased more and more.
> we

>> need
>> the best robustness calibration.
>>
>> Best Regards,
>> C.K. Chang

>> — Original Message —

>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>

>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>

>> Sent: Friday, May 17, 2002 10:20 PM

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>>> 2L8A-12A650-BD is the current 2002 calibration for CAA (clean air

>>> act)

>>> vehicles. This is for the stall robustness action. I re-checked

>>> the

>>> white papers and our release information on our shared drive and

>>> this

>>> is

>>> correct. I believe the 2003 calibrations start with 3L8A. I'm not

>>> sure

>>> what concern you are referring to, but send me the concern number

>>> and

>>> we'll take a look at it. The person that released the calibrations

>>> is

>>> out of the office today, but I will talk to him about this on

>>> Monday.

>>>

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31786

>>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>

>>>>

>>>>

>>>>

>>>> —Original Message—

>>>> From: cchang9 (mailto:cchang9@ford.com)

>>>> Sent: Monday, May 13, 2002 10:50 PM

>>>> To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)

>>>> Cc: okazaki.yo@mazda.co.jp <mailto:okazaki.yo@mazda.co.jp>; McGee, Brett (B.L.)

>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Muriel & Hoshino san :

>>>>

>>>> The customer complain vehicle about engine stall is :

>>>> VIN: 400628C U204 3.0L vehicle

>>>> Millage: 2616km < occur engine stall >

>>>> Engine stall description :

>>>> May/7/2002 Morning, Engine stall while 40kph driving on general road

>>>>

>>> pedal
 >>> released > May/7/2002 Afternoon, Engine stall while tip in/out at
 > "N"
 >>> gear
 >>> then apply brake and shifting "R" gear. The vehicle can re-start.,
 >>> The PCM level is 2L8A-12A650-BC.
 >>>
 >>> 5/13/2002
 >>> I conduct the test drive on VIN: 400528C < 2L8A-12A650-BC > about
 >> 20kph
 >>> cruising in FLH. I record one idle dips <225rpm, no engine stall>
 >>> condition
 >>> by WDS. The attachment file you can see first. < Include jpg file
 > and
 >>> WDS
 >>> file > The idle dips condition occur on the wave road and the
 > velocity
 >>> is
 >>> keeping 20kph.
 >>>
 >>> 5/14/2002
 >>> From Muriel message< attachment mail>, I update the PCM software on
 >> VIN:
 >>> 400528C as 2L8A-12A650-BD. I measure the idle dips condition by
 > apply
 >>> brake
 >>> method. The vehicle also have the idle dips to 463rpm. Now, I
 > conduct
 >>> the
 >>> test drive in FLH about 20kph cruising, no idle dip occur.
 >>>
 >>> Hoshino san :
 >>> About my dura vehicle, there are no engine stall occur after I
 > update
 >>> the
 >>> PCM level to 1L8A-12A650-AZB and clean the carbon. Now, we have test
 >>> drive
 >>> about 8000km. I can't clearly point out does the PCM or carbon are
 >> root
 >>> cause ?
 >>>
 >>> Muriel :
 >>> Does all of your vehicle assy with the 2L8A-12A650-BD level PCM ?
 > From
 >>> the
 >>> WERS information the BD level is for modifying the VMAX values on
 >> 2003MY
 >>> U204 PCM. But the BC level is for solving phantom engine stall
 > issue.
 >>> What I
 >>> say is right ?
 >>>
 >>> Best Regards
 >>> C.K. Chang
 >>> Taiwan FLH/LVT
 >>> Vehicle Test and Development Engineer
 >>>
 >>>

>>>
>>>
>>>

>>> — Original Message —

>>> From: "Hoshino, Jun (J.)" <jhoshino@ford.com <mailto:jhoshino@ford.com>>

>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>

>>> Cc: "Sanders, Murtel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>; "McGee, Brett
> (B.L.)
>>"

>>> <bmcgee@ford.com <mailto:bmcgee@ford.com>>

>>> Sent: Monday, May 13, 2002 6:27 PM

>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>
>>>

>>>> Chia Kai, I will try FCSD vehicle, but is this actual customer
>> usage?

>>>> What was the customer engine stall situation/condition? while
>> parking

>>>> maneuver?

>>>>

>>>> By the way, How is your durability vehicle? I hope to here good

> news

>>>> from you (no engine stall).

>>>>

>>>> Jun Hoshino

>>>> RHD Escape/Maverick FCSD PVT Program Manager

>>>> PVT & Field Support, Vehicle Service & Programs

>>>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>>>>

>>>>

>>>>

>>>> — Original Message —

>>>> From: cchang9 (mailto:cchang9@ford.com)

>>>> Sent: Monday, May 13, 2002 1:35 PM

>>>> To: jhoshino@ford.com <mailto:jhoshino@ford.com>

>>>> Subject: Fw: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Hoshino san :

>>>>

>>>> Can you test U204 3.0L vehicle follow this process ?

>>>>

>>>> C.K. Chang

>>>> Taiwan FLH/LVT

>>>> Vehicle Test and Development Engineer

>>>>

>>>>

>>>> — Original Message —

>>>> From: "Sanders, Murtel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>

>>>> Sent: Saturday, May 11, 2002 3:41 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>
>>>>> Mr. Chang,
>>>>>
>>>>> I tried the sequence you listed below on a couple of our
> vehicles
>>>>> today.
>>>>> I did not have any idle dips or high "SHRFT" during or after
> the
>>>>> test.
>>>>> Did this only happen on 1 vehicle? If so, I would check the MAF
>>>>> sensor
>>>>> gasket. There are now several reports (both Mazda and Ford) of
>> MAF
>>>>> sensor gaskets not installed correctly or missing in some cases.
>>>>>
>>>>>> Muriel Sanders
>>>>>> U204 3.0L Calibration
>>>>>> Ford Motor Company
>>>>>> Phone: 313-32-27307
>>>>>> Fax: 313-32-31786
>>>>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>
>>>>>>
>>>>>>
>>>>>>
>>>>>> —Original Message—
>>>>>> From: cchang9 (mailto:cchang9@ford.com)
>>>>>> Sent: Friday, May 10, 2002 4:24 AM
>>>>>> To: McGee, Brett (B.L.); jhoshino@ford.com <mailto:jhoshino@ford.com>; Sanders, Muriel
> (M.S.)
>>>>>> Cc: Jao Jack; hsu c. c.; Ting F.K.
>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>
>>>>>>
>>>>>> Muriel :
>>>>>>
>>>>>> We find one idle unstable condition from our CKD 3.0L vehicle
> and
>>> KCAP
>>>>>> J14
>>>>>> 3.0L vehicle. Maybe you can test follow below situation.
>>>>>> 1. Keep your vehicle in "P" or "N" gear.
>>>>>> 2. Let A/C on
>>>>>> 3. Let the ECT over 88C
>>>>>> 4. Tip in/out several times
>>>>>> 5. Apply heavy brake over "Ten" times.
>>>>>> When you apply your brake, you will see your "SHRFT" increase
>> over
>>>>>> 30%.
>>>>>> 6. Release brake, then turn steering wheel < slight ,
> half-circle>
>>> and
>>>>>> release
>>>>>> steering
>>>>>> wheel.
>>>>>> 7. See the RPM situation, RPM will down to 450-500RPM.
>>>>>>

>>>> You can see the attachment file first. One is the WDS file.
>> another
>>> is
>>>> the
>>>> pic file. I have test the other model vehicles. Include U204
>2.0L
>>>> model,
>>>> no
>>>> such condition.
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com <mailto:cchang9@ford.com>
>>>>
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>>>> Sent: Thursday, May 09, 2002 8:35 PM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
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>>>>
>>>>> I am assuming that you have also preformed all the fixes in
> the
>>> TSM
>>>> I
>>>>> sent. The TSB and TSM relate to stalls that occur on Escapes
>> and
>>>>> Tributes travelling about 30-45mph on closed throttle
>>> decelerations.
>>>>> This is the first time I have heard about a stall when
> shifting
>>> from
>>>>> drive to reverse.
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>>>>>> Muriel Sanders
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>>>>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>
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>>>>>> —Original Message—
>>>>>> From: cchang9 (mailto:cchang9@ford.com)
>>>>>> Sent: Wednesday, May 08, 2002 6:27 AM
>>>>>> To: Sanders, Muriel (M.S.)
>>>>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>
>>>>>>
>>>>>> Muriel :
>>>>>>

>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>>> vehicle
>>>> assy
>>>>> PCM
>>>>> with the 2L8A-12A650-BC < latest level > and the millage is
>>> 2612km.
>>>> it
>>>>> occur
>>>>> on the general road while 40kph driving. When the customer
> drive
>>> to
>>>>> the
>>>>> garage and shift to "R" gear, it occur again. So, the engine
>> stall
>>>>> occur
>>>>>> 2
>>>>>> times. We follow the TSB 02-8-6 to check "step by step", the
> IAC
>>>> is
>>>>>> normal
>>>>>> (34%) and the EVAPVM is normal (0% -> 84% ~ 100% -> 0%). We
>>> also
>>>>>> check
>>>>>> the Ground status (normal). We can't find any defect parts
> by
>>>> follow
>>>>>> the
>>>>>> TSB 02-8-6.
>>>>>>
>>>>>> So, how do you deal with your engine stall vehicle while TSB
>>> 02-8-6
>>>>>> can't
>>>>>> fix the issue ? Does the engine stall have any relation about
>>>>>> calibration
>>>>>> problem ? I have seen the ICCD about the NA engine stall
> issue.
>> It
>>>>> is
>>>>>> the
>>>>>> high rate. What do you do ?
>>>>>>
>>>>>> C.K. Chang
>>>>>> Taiwan FLH/LVT
>>>>>> Vehicle Test and Development Engineer
>>>>>> Mailto: cchang9@ford.com <mailto:cchang9@ford.com>

>>>>>>
>>>>>>

>>>>>> — Original Message —

>>>>>> From: "Sanders, Murel (M.S.)" <msander6@ford.com <mailto:msander6@ford.com>>

>>>>>> To: "Chong, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>

>>>>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com <mailto:rdalbo@ford.com>>

>>>>>> Sent: Wednesday, May 01, 2002 3:56 AM

>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>
>>>>>>

>>>>>> Attached is the draft of the ISM that will support the TSB.
>> It
>>>>> should
>>>>>> be submitted by the end of the week.
>>>>>>>
>>>>>>> Muriel Sanders
>>>>>>> U204 3.0L Calibration
>>>>>>> Ford Motor Company
>>>>>>> Phone: 313-32-27307
>>>>>>> Fax: 313-32-31786
>>>>>>> E-mail: msander6@ford.com <mailto:msander6@ford.com>

>>>>>>>
>>>>>>>
>>>>>>>

>>>>>>> -----Original Message-----
>>>>>>> From: Dalbo, Bob (R.J.)
>>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM
>>>>>>> To: Sanders, Muriel (M.S.)
>>>>>>> Cc: Chang, Chia Kai (C.)
>>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>>
>>>>>>>
>>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>>
>>>>>>> Bob Dalbo
>>>>>>> 3.0L Calibration Supervisor
>>>>>>> Outfitters Calibration, NAT
>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com <mailto:rdalbo@ford.com>

>>>>>>>
>>>>>>>

>>>>>>> -----Original Message-----
>>>>>>> From: cchang9 (mailto:cchang9@ford.com)
>>>>>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>>>>>> To: Dalbo, Bob (R.J.)
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>
>>>>>>>
>>>>>>> Bob :
>>>>>>>
>>>>>>> From your information, the TSB can fix 85% engine stall
> issue.

>>> So,
>>>>>>> there
>>>>>>> are
>>>>>>> another ISM can fix the engine stall issue! Can you support
>>> about
>>>>> the
>>>>>>> ISM
>>>>>>> information? We Taiwan FLH need the overall engine stall
>>>>> information
>>>>>>> to
>>>>>>> verify all possible cause. Or, you can tell me the ISM
>> progress.

>>>>>>>
>>>>>>> Best Regards
>>>>>>>

>>>>> C.K. Chang
>>>>> FLH/LVT
>>>>> Vehicle Test and Development Engineer
>>>>> Mailto: cchang9@ford.com <mailto:cchang9@ford.com>

>>>>>
>>>>>
>>>>>

>>>>> — Original Message —

>>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com <mailto:rdalbo@ford.com>>

>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com <mailto:cchang9@ford.com>>; "McGee, Brett
>>>>> (B.L.)"

>>>>> <bmcgee@ford.com <mailto:bmcgee@ford.com>>

>>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com <mailto:jhoshino@ford.com>>; "McGee, Brett
>>>>> (B.L.)"

>>>>> <bmcgee@ford.com <mailto:bmcgee@ford.com>>

>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>

>>>>>> Our current understanding is that TSB 02-8-6 should fix
>> about

>>>>> 85%
>>>>> of

>>>>>> stalling complaints. There is an \$M in the approval
>> process

>>>>> to

>>>>>> address

>>>>>>> the remaining fraction of stalling complaints not covered
> by

>>>>> normal

>>>>>>> diagnostic processes or the TSB.

>>>>>>>

>>>>>>> Bob Dalbo

>>>>>>> 3.0L Calibration Supervisor

>>>>>>> Outfitters Calibration, NAT

>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com <mailto:rdalbo@ford.com>

>>>>>>>

>>>>>>>

>>>>>>> —Original Message—

>>>>>>> From: cchang9 (mailto:cchang9@ford.com)

>>>>>>> Sent: Monday, April 29, 2002 8:02 AM

>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)

>>>>>>> Cc: jhoshino@ford.com <mailto:jhoshino@ford.com>; McGee, Brett (B.L.)

>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>>>

>>>>>>>

>>>>>>> Bob & McGee:

>>>>>>>

>>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to

>>> check

>>>>> about
>>>>>> B
>>>>>>> steps. Our top manager need to understand, does the TSB
>> Q2-8-6
>>>> can
>>>>>>> effective
>>>>>>> fix the engine stall issue or the effective percentage ?
>>>>>>> Another question, we have one U204 2.0L vehicle has the
>>> similar
>>>>> engine
>>>>>>> stall
>>>>>>> issue, it also happened on the idle status <stop at
> traffic
>>>> light
>>>>>>.
>>>>>>> But
>>>>>>> the
>>>>>>> vehicle has the idle RPM unstable issue, when parking "P"
>>> gear,
>>>>> the
>>>>>>> RPM
>>>>>>> will
>>>>>>> arise to 2700rpm.
>>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there
> are
>> 6
>>>>>> vehicles
>>>>>>> are
>>>>>>> engine stall by our local wiring design issue. (<
> crankshaft
>>>> sensor
>>>>>>> wire
>>>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>>>> Please feedback to me ASAP. We have to deal with Taiwan
> U204
>>>>>>> vehicle.
>>>>>>>> Thx.
>>>>>>>>
>>>>>>>>
>>>>>>>> Best Regards
>>>>>>>> C.K. Chang
>>>>>>>> FLH/LVT
>>>>>>>> Vehicle Test and Development Engineer
>>>>>>>>
>>>>>>>>
>>>>>>>>
>>>>>>>>
>>>>>>>>

From: Hoshino, Jun (J.)
Sent: Tuesday, May 21, 2002 6:43 PM
To: Chang, Chia Kai (C.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,
What do you "MC use" mean?
For Japan market??

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: cchang9 [mailto:cchang9@ford.com]
Sent: Tuesday, May 21, 2002 4:49 PM
To: jhoshino@ford.com; Sanders, Muriel (M.S.)
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel :

Can you pass the 2L8A-12A650-BD white paper to me ? By the way, what is your calibration level used on production ? How many engine stall percentage decrease by using the 2L8A-BD to replace the 2L8A-BC ?

Hoshino san :

What is the latest calibration level that MC use ?

Best Regards
C.K. Chang

— Original Message —

From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

To: "Chang, Chia Kal (C.)" <cchang9@ford.com>

Sent: Tuesday, May 21, 2002 4:07 AM

Subject: RE: U204/J14 3.0L engine stall issue.

> I checked again and 2L8A-12A650-BD is the stall robustness calibration
> for CAA vehicles. This is according to the white papers. All 2003
> calibrations start with 3L8A. We are still investigating the idle dips.
> I'll keep you posted.

>

> > Muriel Sanders

> > U204 3.0L Calibration

> > Ford Motor Company

> > Phone: 313-32-27307

> > Fax: 313-32-31788

> > E-mail: msander6@ford.com

> >

>

>

> —Original Message—

> From: cchang9 [mailto:cchang9@ford.com]

> Sent: Sunday, May 19, 2002 9:59 PM

> To: Sanders, Muriel (M.S.)

> Cc: jhoshino@ford.com

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel :

>

> The attachment file is the WERS information about 2L8A-12A650-BD. From
> your

> information, is the 2L8A-BD latest robustness calibration and better

> than

> 2L8A-BC ?

>

> By the way, you should have received the Hoshino san and my information
> about the "idle drop by brake apply". Do you have any comment about it ?
> Because the U204/J14 3.0L engine stall case increased more and more, we
> need
> the best robustness calibration.

>
> Best Regards.
> C.K. Chang

> — Original Message —

> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Friday, May 17, 2002 10:20 PM
> Subject: RE: U204/J14 3.0L engine stall issue.

> > 2L8A-12A650-BD is the current 2002 calibration for CAA (clean air
> act)
> > vehicles. This is for the stall robustness action. I re-checked
> the
> > white papers and our release information on our shared drive and this
> is
> > correct. I believe the 2003 calibrations start with 3L8A. I'm not
> sure
> > what concern you are referring to, but send me the concern number and
> > we'll take a look at it. The person that released the calibrations is
> > out of the office today, but I will talk to him about this on Monday.

> >
> > > Muriel Sanders
> > > U204 3.0L Calibration
> > > Ford Motor Company
> > > Phone: 313-32-27307
> > > Fax: 313-32-31786
> > > E-mail: msander6@ford.com

> > >
> >

> >
> > —Original Message—
> > From: cchang9 [mailto:cchang9@ford.com]
> > Sent: Monday, May 13, 2002 10:50 PM
> > To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
> > Cc: okazaki.yo@mazda.co.jp; McGee, Brett (B.L.)
> > Subject: Re: U204/J14 3.0L engine stall issue.
> >
> >
> > Muriel & Hoshino san :
> >
> > The customer complain vehicle about engine stall is :
> > VIN: 400528C U204 3.0L vehicle
> > Milage: 2616km < occur engine stall >
> > Engine stall description :
> > May/7/2002 Morning, Engine stall while 40kph driving on general road <
> > pedal
> > released > May/7/2002 Afternoon, Engine stall while tip in/out at "N"
> > gear
> > then apply brake and shifting "R" gear. The vehicle can re-start..
> > The PCM level is 2L8A-12A850-BC.
> >
> > 5/13/2002
> > I conduct the test drive on VIN: 400528C < 2L8A-12A850-BC > about
> > 20kph
> > cruising in FLH. I record one idle dips <225rpm, no engine stall>
> > condition
> > by WDS. The attachment file you can see first. < Include jpg file and
> > WDS
> > file > The idle dips condition occur on the wave road and the velocity
> > is
> > keeping 20kph.
> >
> > 5/14/2002
> > From Muriel message< attachment mail>, I update the PCM software on
> > VIN:
> > 400528C as 2L8A-12A850-BD. I measure the idle dips condition by apply

> > brake
> > method. The vehicle also have the idle dips to 463rpm. Now, I conduct
> > the
> > test drive in FLH about 20kph cruising, no idle dip occur.
> >
> > Hoshino san :
> > About my dura vehicle, there are no engine stall occur after i update
> > the
> > PCM level to 1L8A-12A650-AZB and clean the carbon. Now, we have test
> > drive
> > about 8000km. I can't clearly point out does the PCM or carbon are
> > root
> > cause ?
> >
> > Muriel :
> > Does all of your vehicle assy with the 2L8A-12A650-BD level PCM ? From
> > the
> > WERS information the BD level is for modifying the VMAX values on
> > 2003MY
> > U204 PCM. But the BC level is for solving phantom engine stall issue.
> > What I
> > say is right ?
> >
> > Best Regards
> > C.K. Chang
> > Taiwan FLH/LVT
> > Vehicle Test and Development Engineer
> >
> >
> >
> >
> >
> >
> > — Original Message —
> > From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
> > To: "Chang, Chia Kai (C.)" <cchang8@ford.com>
> > Cc: "Sanders, Muriel (M.S.)" <msander5@ford.com>; "McGee, Brett (B.L.)
> >

>> <bmcgee@ford.com>

>> Sent: Monday, May 13, 2002 6:27 PM

>> Subject: RE: U204/J14 3.0L engine stall issue.

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>>> Chia Kai, I will try FCSD vehicle, but is this actual customer

> usage?

>>> What was the customer engine stall situation/condition? while

> parking

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>>>

>>> By the way, How is your durability vehicle? I hope to here good news

>>> from you (no engine stall).

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>>> Jun Hoshino

>>> RHD Escape/Maverick FCSD PVT Program Manager

>>> PVT & Field Support, Vehicle Service & Programs

>>> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

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>>> Vehicle Test and Development Engineer

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> MAF

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>>>>> Muriel Sanders

>>>>> U204 3.0L Calibration

>>>>> Ford Motor Company

>>>>> Phone: 313-32-27307

>>>>> Fax: 313-32-31788

>>>>> E-mail: msander6@ford.com

>>>>>

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>>>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)

>>>> Cc: Jao Jack; hsu c. c.; Ting F.K.

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>>>>>>
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>>>> C.K. Chang
>>>> Taiwan FLH/LVT

>>>> Vehicle Test and Development Engineer

>>>> Mailto: cchang9@ford.com

>>>>

>>>>

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>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

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>>>>>

>>>>>> Muriel Sanders

>>>>>> U204 3.0L Calibration

>>>>>> Ford Motor Company

>>>>>> Phone: 313-32-27307

>>>>>> Fax: 313-32-31786

>>>>>> E-mail: msander6@ford.com

>>>>>>

>>>>>>

>>>>>>

>>>>>> ---Original Message---

>>>>>> From: Dalbo, Bob (R.J.)

>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>>> To: Sanders, Muriel (M.S.)

>>>>>> Cc: Chang, Chia Kai (C.)

>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>

>>>>>>

>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>

>>>>>> Bob Dalbo

>>>>> 3.0L Calibration Supervisor
>>>>> Outfitters Calibration, NAT
>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>
>>>>>

>>>>> —Original Message—

>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>>>> To: Dalbo, Bob (R.J.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>

>>>>> Bob :

>>>>>

>>>>> From your information, the TSB can fix 85% engine stall issue.

>> So,

>>>>> there

>>>>> are

>>>>> another ISM can fix the engine stall issue! Can you support

>> about

>>>> the

>>>>> ISM

>>>>> information? We Taiwan FLH need the overall engine stall

>>>> information

>>>>> to

>>>>> verify all possible cause. Or, you can tell me the ISM

> progress.

>>>>>

>>>>> Best Regards

>>>>>

>>>>> C.K. Chang

>>>>> FLH/LVT

>>>>> Vehicle Test and Development Engineer

>>>>> Mailto: cchang9@ford.com

>>>>>

>>>>>

>>>>>
>>>>>

>>>>> — Original Message —

>>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
>>> (B.L.)"
>>>>> <bmcgee@ford.com>
>>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett
>> (B.L.)"
>>>>> <bmcgee@ford.com>
>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>

>>>>>> Our current understanding is that TSB 02-8-6 should fix
> about
>>> 85%
>>>> of
>>>>>> stalling complaints. There is an ISM in the approval
> process
>> to
>>>>>> address
>>>>>> the remaining fraction of stalling complaints not covered by
>>>> normal
>>>>>> diagnostic processes or the TSB.

>>>>>>

>>>>>>> Bob Dalbo
>>>>>>> 3.0L Calibration Supervisor
>>>>>>> Outfitters Calibration, NAT
>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31788
>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>>>
>>>>>>>

>>>>>>> —Original Message—

>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)

>>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>
>>>>>>
>>>>>> Bob & McGee:
>>>>>>
>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
>> check
>>>>> about
>>>>>> 8
>>>>>> steps. Our top manager need to understand, does the TSB
> 02-8-6
>>> can
>>>>>> effective
>>>>>> fix the engine stall issue or the effective percentage ?
>>>>>> Another question, we have one U204 2.0L vehicle has the
>> similar
>>>>> engine
>>>>>> stall
>>>>>> issue, it also happened on the idle status <stop at traffic
>>> light
>>>>>.
>>>>>> But
>>>>>> the
>>>>>> vehicle has the idle RPM unstable issue, when parking "P"
>> gear,
>>>>> the
>>>>>> RPM
>>>>>> will
>>>>>> arise to 2700rpm.
>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are
> 6
>>>>> vehicles
>>>>>> are
>>>>>> engine stall by our local wiring design issue. (crankshaft
>>> sensor
>>>>>> wire

>>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>>>> vehicle.
>>>>>> Thx.
>>>>>>
>>>>>>
>>>>>> Best Regards
>>>>>> C.K. Chang
>>>>>> FLH/LVT
>>>>>> Vehicle Test and Development Engineer
>>>>>>
>>>>>>
>>>>>>
>>>>>>
>>>>>>
>>>>>>

From: cchang@ (cchang@ford.com)
Sent: Tuesday, May 21, 2002 3:49 AM
To: jhoshino@ford.com; Sanders, Muriel (M.S.)
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel :

Can you pass the 2L8A-12A850-BD white paper to me ? By the way, what is your calibration level used on production ? How many engine stall percentage decrease by using the 2L8A-BD to replace the 2L8A-BC ?

Hoshino san :

What is the latest calibration level that MC use ?

Best Regards
C.K. Chang

— Original Message —

From: "Sanders, Muriel (M.S.)" <meander@ford.com>

To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
Sent: Tuesday, May 21, 2002 4:07 AM
Subject: RE: U204/J14 3.0L engine stall issue.

> I checked again and 2L8A-12A650-BD is the stall robustness calibration
> for CAA vehicles. This is according to the white papers. All 2003
> calibrations start with 3L8A. We are still investigating the idle dips.
> I'll keep you posted.

>
>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company
>> Phone: 313-32-27307
>> Fax: 313-32-31786
>> E-mail: msander6@ford.com

>>

>

>

> —Original Message—

> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Sunday, May 19, 2002 9:59 PM
> To: Sanders, Muriel (M.S.)
> Cc: jhoshino@ford.com
> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel :

>

> The attachment file is the WERS information about 2L8A-12A650-BD. From
> your

> information, is the 2L8A-BD latest robustness calibration and better
> than
> 2L8A-BC ?

>

> By the way, you should have received the Hoshino san and my information
> about the "idle drop by brake apply". Do you have any comment about it ?

> Because the U204/J14 3.0L engine stall case increased more and more, we
> need
> the best robustness calibration.

>
> Best Regards.
> C.K. Chang

>
> — Original Message —
> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Friday, May 17, 2002 10:20 PM
> Subject: RE: U204/J14 3.0L engine stall issue.

>
>
>> 2L8A-12A650-BD is the current 2002 calibration for CAA (clean air
> act)
>> vehicles. This is for the stall robustness action. I re-checked
> the
>> white papers and our release information on our shared drive and this
> is
>> correct. I believe the 2003 calibrations start with 3L8A. I'm not
> sure
>> what concern you are referring to, but send me the concern number and
>> we'll take a look at it. The person that released the calibrations is
>> out of the office today, but I will talk to him about this on Monday.

>>
>>
>>> Muriel Sanders
>>> U204 3.0L Calibration
>>> Ford Motor Company
>>> Phone: 313-32-27307
>>> Fax: 313-32-31786
>>> E-mail: msander6@ford.com

>>>
>>
>>
>> —Original Message—

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 785-2858 Email: rdalbo@ford.com

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

From: Hansen, George (G.C.)
Sent: Wednesday, May 08, 2002 3:57 PM
To: Dalbo, Bob (R.J.); Corbett, Sandra (S.M.)
Subject: Stalls Action Chart

Bob,
Here is the graph that I was referring to in the phone message.

Please review this to make sure that it is accurate and up to date. If you know of any further actions please let me know so that I can make the appropriate changes.

<< File: STALLS ACTION CHART.xls >>

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

From: Sanders, Muriel (M.S.)
Sent: Thursday, May 09, 2002 8:14 AM
To: Lintiac, Steven (S.)
Subject: RE: Kavlico 8D

The start date for the white dots was Jan 7, 2002 so anything built that day or after should be the newer design. The white dot YF1E-9J460-AD parts are the same as the 2F1E-9J460-AA (no dot required). The white dot was a temporary solution until the part number & appropriate tooling could be changed. The exact dates were originally given to me by Kavlico, but the 14D team working with Kavlico has confirmed that the two parts are the same.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Steven Lintiac [<mailto:SLintiac@mazdausa.com>]
Sent: Wednesday, May 08, 2002 1:07 PM
To: 'msander6@ford.com'
Subject: FW: Kavlico 8D

Muriel,

It was verbally told to us in past meetings that all DPFE sensors are the same that are built after Jan 7th, 2002. If this is confirmed, is any DPFE built after this date labeled with the old P/N YF1E-9J460-AD the same as the DPFE sensors with new P/N 2F1E-9J460-AA?

Steve Limtiaco
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slimtiac@mazdausa.com

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

From: Sanders, Muriel (M.S.) [mailto:msander6@ford.com]
Sent: Wednesday, April 03, 2002 7:44 AM
To: Limtiaco, Steven (S.)
Subject: FW: Kavlico 8D

Steve,

Here is the updated Kavlico 8D. Let me know if you need more information or if this does not have what you need. All that was done was basically change a few dates and add a short paragraph about the white dot. I'm not totally satisfied with this, but I am trying to get a copy of the 14D with hopes that it will be a little better.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com

> -----Original Message-----

> From: Akins, Mary (M.)
> Sent: Thursday, March 28, 2002 12:48 PM
> To: Sanders, Muriel (M.S.)
> Subject: RE: Kavlico 8D

> > <<22tm01cov rev 3-27-02.doc>>

> Regards,
> Mary Akins
>
> Ford phone: (313) 248-1989
> Ford fax: (313) 845-3169
> makins@ford.com
> makinwork@aol.com
> Cell Phone/Messages: (810) 942-9606
> Kavlico phone: (248) 263-8757
>

From: Sanders, Muriel (M.S.)
Sent: Tuesday, April 30, 2002 3:58 PM
To: Chang, Chia Kai (C.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: U204/J14 3.0L engine stall issue.



Attached is the draft of the ISM that will support the TSB. It should be submitted by the end of the week.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, April 30, 2002 2:03 PM
To: Sanders, Muriel (M.S.)
Cc: Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Please provide status of the stall ISM to Mr. Cheng.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

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

From: cchang9 [mailto:cchang9@ford.com]
Sent: Tuesday, April 30, 2002 12:53 AM
To: Dalbo, Bob (R.J.)
Subject: Re: U204/J14 3.0L engine stall issue.

Bob :

From your information, the TSB can fix 85% engine stall issue. So, there are another ISM can fix the engine stall issue! Can you support about the ISM information? We Taiwan FLH need the overall engine stall information to verify all possible cause. Or, you can tell me the ISM progress.

Best Regards

C.K. Chang
FLH/LVT
Vehicle Test and Development Engineer
Mailto: cchang9@ford.com

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

From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett (B.L.)" <bmcgee@ford.com>
Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett (B.L.)" <bmcgee@ford.com>
Sent: Tuesday, April 30, 2002 4:50 AM
Subject: RE: U204/J14 3.0L engine stall issue.

> Our current understanding is that TSB 02-8-6 should fix about 85% of
> stalling complaints. There is an ISM in the approval process to address
> the remaining fraction of stalling complaints not covered by normal

> diagnostic processes or the TSB.
>
> Bob Dalbo
> 3.0L Calibration Supervisor
> Outfitters Calibration, NAT
> Phone: (313) 24-84947 Fax: (313) 32-31786
> Pager: (313) 795-2859 Email: rdalbo@ford.com

>
>
> —Original Message—

> From: cchang9 [mailto:cchang9@ford.com]
> Sent: Monday, April 29, 2002 8:02 AM
> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
> Subject: Re: U204/J14 3.0L engine stall issue.

>
>
> Bob & McGee:

>
> For U204 3.0L engine stall issue, the TSB 02-8-6 ask us to check about 8
> steps. Our top manager need to understand, does the TSB 02-8-6 can
> effective
> fix the engine stall issue or the effective percentage ?
> Another question, we have one U204 2.0L vehicle has the similar engine
> stall
> issue, it also happened on the idle status <stop at traffic light >. But
> the
> vehicle has the idle RPM unstable issue, when parking "P" gear, the RPM
> will
> arise to 2700rpm.
> < For you reference, we have 7 U204 2.0L vehicle, there are 6 vehicles
> are
> engine stall by our local wiring design issue. (crankshaft sensor wire
> shorting) Another one is this idle unstable vehicle. >
> Please feedback to me ASAP. We have to deal with Taiwan U204 vehicle.
> Thx.

- >
- > Best Regards
- > C.K. Chang
- > FLH/LVT
- > Vehicle Test and Development Engineer
- >
- >
- >

ISM Draft 1

ESCAPE STALL AFTER TSB 02-08-06

SOME 2001-2002 ESCAPES MAY EXHIBIT AN INTERMITTENT STALL, VERIFY TSB 02-08-06 HAS BEEN DONE AND PERFORM THE FOLLOWING. DISCONNECT AND INSPECT PCM HARNESS FOR BURNED OR BENT PINS. IF STALL IS RELATED TO RFI(IE: RADIO TOWER/2-WAY RADIO) REPLACE MAF W/1L2Z-12B579-BA. INSPECT DPFE SENSOR, IF PART# YF1E-9J460-AD AND NO WHITE DOT PRESENT(NOTE: DOT COULD BE ANYWHERE ON SENSOR) REPLACE WITH YF1Z-9J460-AD WITH A WHITE DOT OR 2F1Z-9J460-AA(NO DOT REQUIRED). INSPECT C270B, C, D, C110, C133 FOR WATER INTRUSION/PIN PROBLEMS. INSPECT G300, G100, REMOVE BATTERY TRAY AND INSPECT G104/105, G101. INSPECT CKP HARNESS NEAR AC COMPRESSOR.

From: Sanders, Muriel (M.S.)
Sent: Thursday, April 04, 2002 3:38 PM
To: Corbett, Sandra (S.M.); Altoonian, Don (D.J.)
Subject: FW: Kavlico 8D

Updated Kavlico DPFE 8D. Let me know if you see something that should be changed.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

—Original Message—

From: Akins, Mary (M.)
Sent: Thursday, March 28, 2002 12:48 PM
To: Sanders, Muriel (M.S.)
Subject: RE: Kavlico 8D



22m01cov mv
3-27-02.doc

Try again...if it doesn't work this time call me and I will fax it over.

Regards,
Mary Akins

Ford phone: (313) 248-1989
Ford fax: (313) 845-3169
makins@ford.com
makinwork@aol.com
Cell Phone/Messages: (810) 942-9606
Kavlico phone: (248) 263-8757

From: cchang8@ford.com
Sent: Monday, July 29, 2002 2:28 AM
To: Sanders, Murlal (M.S.); Hoshino, Jun (J.); Okazaki, Yoshinori (Y.); Hu, B. (Brian)
Cc: Li, Charles (C.S.); Hu, Mario (M.R.); Jao, Jack (J.); Chen, Simon (S.); Fan, Hc (H.); McGee, Brett (B.L.); Kuhnd, Noel (N.)
Subject: Re: U204/J14 3.0L engine stall issue.

Hoshino san :

Yes. The PCM 2L8A-12A850-GC/AJ27-188B1-A is received from Mazda and it is used for our certification. And the white paper is received from the Murlal. By the way, what is different between the GD <STG3> and BD <CAA>?

C.K. Chang

— Original Message —

From: Hoshino, Jun (J.)
To: Chang, Chia Kai (C.); Okazaki, Yoshinori (Y.)
Cc: Li, Charles (C.S.); Hu, Mario (M.R.); Jao, Jack (J.); Chen, Simon (S.); Fan, Hc (H.); McGee, Brett (B.L.); Kuhnd, Noel (N.)
Sent: Monday, July 29, 2002 1:56 PM
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

Yes, I have heard that the fuel tank for Taiwan will be changed to Japan source.

New calibration,

This is the first time to see this white paper for me, it seems latest robust calibration for engine stall at all speed range (also parking maneuver.) Where did you obtain this? from Mazda or Ford? I need to contact to engineering to get further information.

By the way, is not your calibration CAA (BC,BD)? Is Taiwan using STG3(GC, GD)?

Okazaki-san,

Would you tell us the change information for Taiwan fuel tank?

Has ECN for Taiwan fuel tank already released? If yes, please provide us ECN# and specific shipping schedule.

Thanks in advance.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: C.K. Chang [mailto:cchang9@ford.com]
Sent: Monday, July 29, 2002 10:32 AM
To: Hoshino, Jun (J.); Fan, H. (Hc)
Cc: Li, C. S. (Charles); HU M.R.; Jao Jack; Chen, S. (Simon)
Subject: Re: U204/J14 3.0L engine stall issue.

Hoshino san:

For our CKD U204/J14 have to change the fuel tank source, the PCM also need to change. Now, we received the 3.0L PCM part NO. is 2L8A-12A850-GC, but when I confirm the isc white paper 2002, I know the GD is the robust calibration for engine stall. The fuel tank source is coming from the JAPAN. Can you help me to verify my description is right? So, for our production usage PCM have to update to GD software, right? And, can you tell me the relative Mazda part NO. of Ford part NO. 2L8A-12A850-GD for ordering?

H.C.:

Please confirm the P/O usage PCM and the production usage PCM as what we talk before.

C.K. Chang
Taiwan Ford Lio Ho
Local Vehicle Team
Vehicle Test and Development Engineer

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

From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
To: "Sanders, Muriel (M.S.)" <msander6@ford.com>; "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
Cc: "Jao, Jack (J.)" <jao@ford.com>; "Teal, C (C.Y.)" <ctsai@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>; "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>

Sent Friday, July 26, 2002 8:22 PM

Subject: RE: U204/J14 3.0L engine stall issue.

> Murlal and Bob,

> Would you kindly respond to Chia Kai with his questions?

>

> Jun Hoshino

> RHD Escape/Maverick FCSD PVT Program Manager

> PVT & Field Support, Vehicle Service & Programs

> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>

>

> —Original Message—

> From: C.K. Chang [mailto:cchang9@ford.com]

> Sent: Friday, July 19, 2002 3:39 PM

> To: Hoshino, Jun (J.); Sanders, Murlal (M.S.)

> Cc: Jao, Jack (J.); Taal, C (C.Y.); Dalbo, Bob (R.J.); Kwon, Soon

> (S.K.); Kuhnd, Noel (N.); McGee, Brett (B.L.)

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Hoshino and Murlal :

>

> I confirm one J14 3.0L engine stall vehicle today. The attachment file

> is

> the detail measurement data before replacing the IAC and EVAP and after

> replacing them. Please check it and tell me what you think from this

> message

> <If possible>.

> I also confirm the fuel pressure is about 4.45 bar when engine run. But

> there is another question is when the vehicle key off, the fuel pressure

> will decrease quickly till 1.3 bar <in 30min>. Does it have any relation

> with the engine stall issue ?

> Tell me anything you know, thanks.

>

> Best Regards

> C.K. Chang

> Taiwan Ford Llo Ho
> Local Vehicle Team
> Vehicle Test and Development Engineer
>
>
> — Original Message —
> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> To: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "Chang, Chia Kai (C.)"
> <cchang@ford.com>
> Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)"
> <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.
> J.)"
> <rdalbo@ford.com>
> Sent: Thursday, July 18, 2002 10:20 PM
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
>> Some vehicles do stall after the new calibration. Since the stall can
>> be caused by several factors, it is important that all the steps of
>> the
>> TSB (TSB 02-11-06 for North American Markets) are completed. We also
>> have an ISM (ISM 02-06-025) for vehicles that continue to stall after
>> the TSB is done. In the past few weeks we have received reports of a
>> small number of vehicles that continue to stall after everything in
>> the
>> TSB & ISM are done. We are currently in the process of releasing a
>> new
>> calibration to address these vehicles. Let me know if you have
>> trouble
>> accessing the TSB or ISM information. (An ISM is an internal service
>> message that is used for the Ford Technical Hotline that dealers
>> call.)
>> TSB 02-11-06 is written for NA Markets, but FCSD said there should be
>> one for your market based off of ours.
>>
>> Hope this helps.
>>
>>> Muriel Sanders

>>> U204 3.0L Calibration
>>> Ford Motor Company
>>> Phone: 313-32-27307
>>> Fax: 313-32-31786
>>> E-mail: meander6@ford.com

>>>
>>
>>

>> -----Original Message-----

>> From: Hoshino, Jun (J.)
>> Sent: Thursday, July 18, 2002 3:12 AM
>> To: Chang, Chia Kai (C.)
>> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo,
> Bob
>> (R.J.); Sanders, Muriel (M.S.)
>> Subject RE: U204/J14 3.0L engine stall issue.

>>
>>

>> Chia Kai,
>>

>> I have not heard engine stall on latest calibration yet, except you.
>> What was the stall condition? What has been taken on concerned vehicle
>> so far? only PCM reflash??
>> My understanding is, stall robustness calibration (2L8A- BD) is effect
>> for vehicle at deceleration with vehicle speed over 16km/h (10mi/h).
>>
>> Bob and Muriel, please correct if I am wrong.

>>
>>

>> Jun Hoshino
>> RHD Escape/Maverick FCSD PVT Program Manager
>> PVT & Field Support, Vehicle Service & Programs
>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>>
>>

>> -----Original Message-----

>> From: cchang9@ford.com [<mailto:cchang9@ford.com>]
>> Sent: Thursday, July 18, 2002 11:52 AM
>> To: Hoshino, Jun (J.); Sanders, Muriel (M.S.)

>> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo,
> Bob
>> (R.J.)
>> Subject: Re: U204/J14 3.0L engine stall issue.
>>
>>
>> Muriel & Hoshino san:
>>
>> How are you ? There is a long time without connection with you. I have
>> two
>> J14 3.0L engine stall case which has update the PCM software <-BD> to
>> the
>> robust level before. Do you have the same problem ? I will re-confirm
>> the
>> vehicle tomorrow. If I have any more detail data, I will let you know.
>> But,
>> can you tell me "How many vehicle with the robust PCM software have
> the
>> engine stall concern in your site ?"
>>
>> C.K. Chang
>> Taiwan FLH
>> Local Vehicle Team
>> Vehicle Test and Development Engineer
>>
>> — Original Message —
>> From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
>> To: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>> Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)"
>> <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob
> (R.
>> J.)"
>> <rdalbo@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>
>> Sent: Thursday, May 30, 2002 5:02 PM
>> Subject: RE: U204/J14 3.0L engine stall issue.
>>
>>
>>> Muriel,

> > Did you have chance to investigate idle dip with tip in condition?

> >

> > Jun Hoshino

> > RHD Escape/Maverick FCSD PVT Program Manager

> > PVT & Field Support, Vehicle Service & Programs

> > Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

> >

> >

> > —Original Message—

> > From: Sanders, Muriel (M.S.)

> > Sent: Thursday, May 23, 2002 5:55 AM

> > To: Hoshino, Jun (J.)

> > Subject: RE: U204/J14 3.0L engine stall issue.

> >

> >

> > We'll investigate and get back to you. Thanks.

> >

> > > Muriel Sanders

> > > U204 3.0L Calibration

> > > Ford Motor Company

> > > Phone: 313-32-27307

> > > Fax: 313-32-31786

> > > E-mail: msanders@ford.com

> > >

> >

> >

> > —Original Message—

> > From: Hoshino, Jun (J.)

> > Sent: Wednesday, May 22, 2002 5:47 AM

> > To: Sanders, Muriel (M.S.)

> > Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo,

> > Bob

> > (R.J.); Chang, Chia Kai (C.)

> > Subject: RE: U204/J14 3.0L engine stall issue.

> >

> >

> > Muriel,

> >

>>> I have got another idle dip situation from Japan dealer.
>>> Symptom: engine stall while parking maneuver
>>> Mirage: 9074km (6085mi)
>>> Calibration: 1L7A-BDB
>>>
>>> Dealer could not duplicate engine stall at workshop, however they
>> found
>>> out idle dip condition under the following sequence.
>>>
>>> 1. Any shift ranges (PNRD..) are ok for confirmation.
>>> 2. Vehicle stationary with idle (about 700 to 750rpm).
>>> 3. Tip in the accelerator slightly (do not exceed 1000rpm).
>>> 4. Engine rpm will dip to less than 600 rpm.
>>> 5. Engine rpm will return to about 700 to 750rpm after dipping.
>>>
>>> According to the dealer technician, engine rpm marked less than 500
>> rpm
>>> on this concerned vehicle. To shift from 2 to D while dipping will
>> make
>>> worse this condition (330rpm). Technician has replaced IAC valve
>>> (because IAC% was 43% at N range), then dipping condition has been
>>> improved (about 600rpm).
>>> However, dipping is still remain. (No engine stall has been occurred
>>> so
>>> far.)
>>>
>>> I also could experience the same condition on my FCSD vehicle
>>> (Calibration: 1L7A-BCE, drop to 590rpm).
>>> So, I would like to here your thought, is this condition induces
>> engine
>>> stall condition?
>>> I think, engine stall may be not occurred if engine components (such
>>> as
>>> IAC) are everything OK. But once failure has been occurred on the
>>> components (ex, IAC valve slight stick), engine stall will be
>>> occurred
>>> easily...
>>>

>>> Jun Hoshino
>>> RHD Escape/Maverick FCSD PVT Program Manager
>>> PVT & Field Support, Vehicle Service & Programs
>>> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

>>>
>>>

>>> —Original Message—

>>> From: Sanders, Muriel (M.S.)
>>> Sent: Saturday, May 18, 2002 5:18 AM
>>> To: Hoshino, Jun (J.)
>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>
>>>

>>> I haven't been able to get a vehicle with the new calibration to
> stall
>>> (or rpm dip) doing this - I tried again today. I am going to have
>>> another person in the group look at this and see what he thinks. He
>>> is
>>> out of the office until Monday so I'll talk to him then.

>>>

>>>> Muriel Sanders
>>>> U204 3.0L Calibration
>>>> Ford Motor Company
>>>> Phone: 313-32-27307
>>>> Fax: 313-32-31788
>>>> E-mail: msander6@ford.com

>>>>
>>>>
>>>>

>>> —Original Message—

>>> From: Hoshino, Jun (J.)
>>> Sent: Friday, May 17, 2002 8:39 AM
>>> To: Sanders, Muriel (M.S.)
>>> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett
>>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.);
> Chang,
>>> Chia Kai (C.)
>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>
>>>
>>> Muriel,
>>> Do you have any comment?
>>>
>>> Jun Hoshino
>>> RHD Escape/Maverick FCSD PVT Program Manager
>>> PVT & Field Support, Vehicle Service & Programs
>>> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220
>>>
>>> -----Original Message-----
>>> From: Hoshino, Jun (J.)
>>> Sent: Tuesday, May 14, 2002 8:48 PM
>>> To: Cheng, Chia Kai (C.); Sanders, Muriel (M.S.)
>>> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett
>>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>> Chia Kai,
>>> Today I have visited Ford Dealer and verified your concern on dealer
>>> demo vehicle and FCSD vehicle.
>>>
>>> Dealer demo vehicle:
>>> Mirage: 376km (235mil)
>>> Calibration: 1L8U-GE (NO stall robustness calibration)
>>> IAC at P range with no load: 34.38%
>>> The lowest drop RPM: 530rpm
>>>
>>> FCSD vehicle:
>>> Mirage: 17451km (10907mil)
>>> Calibration: 1L7A-BCB (stall robustness calibration)
>>> IAC at P range with no load: 38.67.%
>>> The lowest drop RPM: 490rpm
>>>
>>> I have experienced RPM drop when I tried the sequence (while
> SHRTFTs
>>> were over 30%) on both vehicles.

>>> I also tried on D/N range, but not so dropped.

>>>

>>> Muriel,

>>> According to today's verification, FCSD vehicle have similar
> condition

>>> (RPM drop) with Taiwan on latest calibration (I have reprogrammed
> FCSD

>>> vehicle to latest level a month ago). However I have never been
>>> experienced any engine stall so far(I have been driving this vehicle
>> in

>>> January '01).

>>> So, the sequence is unlikely customer's usage, do you think this
>>> phenomenon induces engine stall condition?

>>> If yes, we need stall robust robustness at parking maneuver.

>>>

>>> Jun Hoshino

>>> RHD Escape/Maverick FCSD PVT Program Manager

>>> PVT & Field Support, Vehicle Service & Programs

>>> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

>>> --- Original Message ---

>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>>> Sent: Tuesday, May 14, 2002 3:08 AM

>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>>> There is a newer calibration than the one you gave
> (2L8A-12A950-BD).

>>>> This would be the stall robustness calibration.

>>>>

>>>> I tried a couple more vehicles today. I was able to duplicate
> your

>>>> problem, but it was on a vehicle without the latest stall
> robustness

>>>> calibration. The RPM didn't drop every time I did the sequence.

>> The

>>>> vehicles with the newest calibration did not any problems. Try
>>>> updating your calibration and let me know if you still have the

cross-vehicle before further dissemination.

John Van Wiemeersch,
Ford Supervisor, North American Electrical Security
RVT-EESE Dearborn USA, AVT5 1C064, MD 5014
Phone: (313) 39-08422, Fax: (313) 32-25964
<mailto:ivanwiem@ford.com>
North American EESE Security WEB SITE: <http://www.eese.ford.com/dept405/security/>

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

From: Sloan, Burt (B.E.)
Sent: Wednesday, April 24, 2002 3:38 PM
To: Klarr, Jerry (G.T.); Fascetti, Bob (R.J.); Dakhiallah, Hassan (H.A.); Dennis, Matt (M.A.); Ward, Shella (S.A.); Whitehead, Joe (J.P.); Fournelle, Gilbert (G.); Boyk, Greg (G.J.); Adams, Kerry (K.N.); Matkovich, Dale (D.M.); Sabin, Scott (S.M.); Hansen, George (G.C.); Young, Dan (D.G.); Coffey, Dan (D.C.); Putney, Bill (W.); Keiszewski, Mark (M.D.); King, Brian (B.M.); Mazzella, Gary (G.R.); Liller, David (D.J.); McIntee, Brian (B.E.); Gaynier, Larry (L.J.); Hille, Kevin (K.T.); Lewis, Marvin (M.A.); Turner, Donald (D.A.); Perlick, Don (D.A.); Gibson, Patrick (P.W.); Crowley, Pat (P.J.); Koeko, Jeff (J.R.); Newman, Chris (C.W.); Delaroderie, Jim (J.A.); Dalbo, Bob (R.J.)
Cc: Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.); Van Wiemeersch, John (J.F.)
Subject: Outfitters & Ranger Engine Heelation/Surge, Stall, and No Start Affinity Team Meetings

**Outfitters & Ranger Affinity Team
Drivability
May 1, 2002
8:00 am to 9:30 am
TEE - Conference Rm 1**

**Call In Phone Number: 9-1-877-877-7126
Participant Code: 6341969 #**

April 24th Agreements & Assignments:

Affinity Team Interactions Team	Agreed to interact with Robin Wright's new Stalls Affinity Team
U152 D21 No Stalls completed 4/25/02.	DOE testing status was reviewed. Testing should be completed 4/25/02.
PDOOS Presentation 5/1/02	Agreed on presentation agenda and presenters
Hassan Dakhiallah	Review Outfitters Stalls warranty trends and Pareto's
Scott Sabin	Review U152 Stalls
Shella Ward	Review UP207 Stalls
Bob Dalbo	Review U204 Stalls
Pat Crowley	Review Throttle Body Issue
Jim Delaroderie	Review IAC Issue

All presentation materials are due to Hassan by close of

business 4/29/02

May 1, 2002 Meeting Agenda:

- 1) No Start PCM 6 Sigma Project status
Pat Gibson, Kevin Hille
- 2) U152 Stalls DOE preliminary conclusions
Scott Sabin
- 3) Throttle Body Break Off Screw discussion status and next steps
Pat Crowley
- 4) 30 piece Throttle Body LAP Study status
Pat, Kerry, Greg

Subject: Review Data from Escape Stall w/Suspected Defective MAF Sensor
Location: Bob Fascetti's Office (TEE 1AA19)

Start: Wed 5/1/02 2:30 PM
End: Wed 5/1/02 3:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Shelton, Randy (R.)

This data was captured on a Mazda Tribute by Dan Rothweiler (MNAO) using WDS. Dan was able to repeat the stall. The MAF sensor had been previously replaced with a re-manufactured part. The voltage for the MAF was lower than normal so Dan again replaced it. This has appeared to fix the stall issue with this vehicle.

From: Sanders, Muriel (M.S.)
Sent: Friday, April 26, 2002 9:44 AM
To: Dalbo, Bob (R.J.)
Subject: RE: U152/Escape Idle Task Force Agenda for 5/2 Meeting

Bob,

I have the 4x4 Tribute (KM06161) and it is available for next Thursday. I think they have the second vin wrong. Farshad still has the red buyback (KM16218). I don't have a KM16318 vehicle, but I think they mean the red buyback.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Wu, Chun (C.Y.)
Sent: Friday, April 26, 2002 7:47 AM
To: Dalbo, Bob (R.J.); Adib, Farshad (F.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: U152/Escape Idle Task Force Agenda for 5/2 Meeting

Bob,

These two are buyback vehicles,
KM06161, 2001 3.0L V6 4x4 Tribute
KM16318, 2001 3.0L V6 4x2 Tribute

The test will be back to back subjective evaluation test with baseline idle (700 rpm) vs with A/C kicker (750 rpm) with consumer on.

Farshad, correct me if the info that I provide is not right.

Thank you

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, April 25, 2002 6:25 PM
To: Wu, Chun (C.Y.); Adib, Farshad (F.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: U152/Escape Idle Task Force Agenda for 5/2 Meeting

Chun,

Are we talking about the two buyback vehicles that Farshad already tested? Could you or he please provide VINs to make sure?

Will we do back to back tests (700 vs 750)?

If so, and if the trucks are not being used, we'll be ready by Thursday.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31786
Pager: (313) 796-2859 Email: rdalbo@ford.com

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

From: Wu, Chun (C.Y.)
Sent: Thursday, April 25, 2002 6:16 PM
To: Dalbo, Bob (R.J.); Adib, Farshad (F.)
Subject: RE: U152/Escape Idle Task Force Agenda for 5/2 Meeting

Thank you Bob. You are a true pro, fast and thorough. I believe we will need these two vehicles and idle speeds that Farshad tested before. Time/place most likely is next Thursday around 9:00 somewhere at PDC parking lot. I will have Farshad work out the detail and let you know.

Thanks again Bob.

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, April 25, 2002 6:08 PM
To: Wu, Chun (C.Y.); Adib, Farshad (F.)
Subject: RE: U152/Escape Idle Task Force Agenda for 5/2 Meeting

Chun/Farshad,
Please provide the details of what you need (e.g. vehicles, idle speeds, time and place) and we'll arrange support.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rdalbo@ford.com

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

From: Wu, Chun (C.Y.)
Sent: Thursday, April 25, 2002 5:38 PM
To: Dalbo, Bob (R.J.); Adib, Farshad (F.)
Subject: FW: U152/Escape Idle Task Force Agenda for 5/2 Meeting

Bob,
Could you find an engineer to work with Farshad to get all necessities lined up for evaluation next Thursday. Farshad said the engineer he worked with before are on vacation.
Thanks

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

From: von Foerster, Steve (S.)
Sent: Thursday, April 25, 2002 3:53 PM
To: Wu, Chun (C.Y.)
Subject: RE: U152/Escape Idle Task Force Agenda for 5/2 Meeting

sounds great

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

From: Wu, Chun (C.Y.)
Sent: Thursday, April 25, 2002 3:52 PM
To: von Foerster, Steve (S.); Dakhlafah, Hassan (H.A.); Fascetti, Bob (R.J.); Lewis, Jeffrey (J.E.); Adib, Farshad (F.); Upa, Jeffrey (J.A.)
Subject: RE: U152/Escape Idle Task Force Agenda for 5/2 Meeting

I would recommend to evaluate both Farshad's vehicles. Farshad's data suggests that if we use 1st vehicle, the 4x4, we would make decision to go for the A/C kicker. If we use the other vehicle, the 4x2, we would make decision not to go for A/C kicker because the rear seat interior noise degrade significantly. This is almost like the same conclusion as Perry's subjective assessment of 20 vehicles. We will be blessed if we just use one vehicle. Luckily these two Farshad vehicles happen to be good representative of bigger population. We all will feel much more comfortable to make decision after evaluate both vehicles.

From: Sanders, Muriel (M.S.)
Sent: Wednesday, April 24, 2002 10:59 AM
To: Price, Martin (M.)
Cc: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); Suarez, Rhae (R.)
Subject: RE: SSM 15589

For the DPFE, Kavlico temporarily produced the new design sensors with the old part number (Jan. 7, 2002- Feb 8, 2002) . This was done to pull ahead the new design while waiting for the tooling change for the new part number. Unfortunately, the old stock was never purged so I really can't say what the dealers or FCSD have in stock. The white dot sensors and the new part number sensors are effectively the same.

The KAM voltage item I pulled off the checklist and Bob helped me word it better. I don't really know the history of that so I'm going to have to check with Bob or Don before I can answer. I'll let you know...

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

---Original Message---

From: Price, Martin (M.)
Sent: Wednesday, April 24, 2002 10:47 AM
To: Sanders, Muriel (M.S.)
Cc: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); Suarez, Rhae (R.)
Subject: RE: SSM 15589

I don't believe we need to check KAM voltage, the PCM should set a DTC for it. If they have an old dpfe sensor can they just order the new part#? Why would we keep the old part# or is it just a stocking issue?

Marti Price

Cleveland Engine Specialist, D8C1 #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

---Original Message---

From: Sanders, Muriel (M.S.)
Sent: Wednesday, April 24, 2002 10:09 AM
To: Price, Martin (M.)
Cc: Suarez, Rhae (R.); Rothweiler, Daniel (D.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.)
Subject: RE: SSM 15589

The table in the attachment lists what I think should be kept, added, or removed from the current ISM. Let me know if you have any questions or disagree with what I list.

<< File: Info for Revised ISM.xls >>

Thanks.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company

Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Price, Martin (M.)
Sent: Wednesday, April 24, 2002 9:17 AM
To: Sanders, Muriel (M.S.)
Cc: Suarez, Rhae (R.); Rothweiler, Daniel (D.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.)
Subject: RE: SSM 15589

let me know what all you want to add and I will write a draft.

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

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

From: Sanders, Muriel (M.S.)
Sent: Wednesday, April 24, 2002 9:03 AM
To: Suarez, Rhae (R.); Price, Martin (M.)
Cc: Dalbo, Bob (R.J.); Altoonian, Don (D.J.); Rothweiler, Daniel (D.)
Subject: RE: SSM 15589

The long-term plan is to have an ISM & TSB (the TSB for major causes, the ISM for less frequent causes). The ISM will need to be changed to remove items already in the TSB and add any potential causes of stalls not in the TSB. What needs to be done to revise the ISM?

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Suarez, Rhae (R.)
Sent: Wednesday, April 24, 2002 8:56 AM
To: Price, Martin (M.)
Cc: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Altoonian, Don (D.J.); Rothweiler, Daniel (D.)
Subject: RE: SSM 15589

The SSM should have been turned off. I'll look into it.

As for the ISM - that's the team's call. I know we can take out some of the stuff that is in the TSB but as for adding anything ???

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

From: Price, Martin (M.)
Sent: Wednesday, April 24, 2002 8:53 AM
To: Suarez, Rhae (R.)
Cc: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Altoonian, Don (D.J.); Rothweiler, Daniel (D.)
Subject: SSM 15589

Now that the TSB is out we can turn off the SSM right? Do you want the ISM revised?

Marti Price

Cleveland Engine Specialist, DSC 1 #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: C.K. Chang [cchang9@ford.com]
Sent: Tuesday, July 23, 2002 9:08 PM
To: Sanders, Muriel (M.S.)
Subject: Re: U204/J14 3.0L engine stall issue.



2002_ESCAPE_Aug26.pdf

Muriel :

Thanks for your message. I also see the ICCD NA quality report, the engine stall still have the high F/1000. Can you explain it ? In the past few week, the taiwan market also decrease the engine stall concern. I can't deny the contribution of the robust calibration. But there maybe something wrong from the report message. Second, In you reply tell me the ISM 02-06-025, can you send me a copy. I just have the original ISM 02-01-070 <you sent before>. By the way, does the engine stall concern have the G8D report ?

Best Regards

C.K. Chang

Taiwan Ford Lio Ho

Local Vehicle Team

Vehicle Test and Development Engineer

— Original Message —

From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
To: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>
Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
Sent: Thursday, July 18, 2002 10:20 PM
Subject: RE: U204/J14 3.0L engine stall issue.

> Some vehicles do stall after the new calibration. Since the stall can
> be caused by several factors, it is important that all the steps of the

> TSB (TSB 02-11-06 for North American Markets) are completed. We also
> have an ISM (ISM 02-06-025) for vehicles that continue to stall after
> the TSB is done. In the past few weeks we have received reports of a
> small number of vehicles that continue to stall after everything in the
> TSB & ISM are done. We are currently in the process of releasing a new
> calibration to address these vehicles. Let me know if you have trouble
> accessing the TSB or ISM information. (An ISM is an internal service
> message that is used for the Ford Technical Hotline that dealers call.)
> TSB 02-11-06 is written for NA Markets, but FCSD said there should be
> one for your market based off of ours.

>
> Hope this helps.

>
> > Muriel Sanders
> > U204 3.0L Calibration
> > Ford Motor Company
> > Phone: 313-32-27307
> > Fax: 313-32-31786
> > E-mail: msander6@ford.com

> >
>
>
> ---Original Message---

> From: Hoshino, Jun (J.)
> Sent: Thursday, July 18, 2002 3:12 AM
> To: Chang, Chia Kal (C.)
> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob
> (R.J.); Sanders, Muriel (M.S.)
> Subject: RE: U204/J14 3.0L engine stall issue.

>
>
> Chia Kal,
>
> I have not heard engine stall on latest calibration yet, except you.
> What was the stall condition? What has been taken on concerned vehicle
> so far? only PCM reflash??
> My understanding is, stall robustness calibration (2L8A- BD) is effect

> for vehicle at deceleration with vehicle speed over 16km/h (10mi/h).

>

> Bob and Muriel, please correct if I am wrong.

>

> Jun Hoshino

> RHD Escape/Maverick FCSD PVT Program Manager

> PVT & Field Support, Vehicle Service & Programs

> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>

>

> —Original Message—

> From: cchang9@ford.com (mailto:cchang9@ford.com)

> Sent: Thursday, July 18, 2002 11:52 AM

> To: Hoshino, Jun (J.); Sanders, Muriel (M.S.)

> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob

> (R.J.)

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel & Hoshino san:

>

> How are you ? There is a long time without connection with you. I have

> two

> J14 3.0L engine stall case which has update the PCM software <-BD> to

> the

> robust level before. Do you have the same problem ? I will re-confirm

> the

> vehicle tomorrow. If I have any more detail data, I will let you know.

> But,

> can you tell me "How many vehicle with the robust PCM software have the

> engine stall concern in your site ?"

>

> C.K. Chang

> Taiwan FLH

> Local Vehicle Team

> Vehicle Test and Development Engineer

>

> — Original Message —

> From: "Hoshino, Jun (J.)" <jhoshino@ford.com>

> To: "Sanders, Muriel (M.S.)" <msander6@ford.com>

> Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)"

> <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.

> J.)"

> <rdalbo@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>

> Sent: Thursday, May 30, 2002 5:02 PM

> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

>> Muriel,

>> Did you have chance to investigate Idle dip with tip in condition?

>>

>> Jun Hoshino

>> RHD Escape/Maverick FCSD PVT Program Manager

>> PVT & Field Support, Vehicle Service & Programs

>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>>

>>

>> —Original Message—

>> From: Sanders, Muriel (M.S.)

>> Sent: Thursday, May 23, 2002 5:55 AM

>> To: Hoshino, Jun (J.)

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>> We'll investigate and get back to you. Thanks.

>>

>>> Muriel Sanders

>>> U204 3.0L Calibration

>>> Ford Motor Company

>>> Phone: 313-32-27307

>>> Fax: 313-32-31786

>>> E-mail: msander6@ford.com

>>>

>>

>>

>> ---Original Message---

>> From: Hoshino, Jun (J.)

>> Sent: Wednesday, May 22, 2002 5:47 AM

>> To: Sanders, Muriel (M.S.)

>> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Daibo, Bob

>> (R.J.); Chang, Chia Kai (C.)

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>> Muriel,

>>

>> I have got another idle dip situation from Japan dealer.

>> Symptom: engine stall while parking maneuver

>> Mirage: 9074km (6085mil)

>> Callbration: 1L7A-BDB

>>

>> Dealer could not duplicate engine stall at workshop, however they

> found

>> out Idle dip condition under the following sequence.

>>

>> 1. Any shift ranges (PNRD..) are ok for confirmation.

>> 2. Vehicle stationary with idle (about 700 to 750rpm).

>> 3. Tip in the accelerator slightly (do not exceed 1000rpm).

>> 4. Engine rpm will dip to less than 600 rpm.

>> 5. Engine rpm will return to about 700 to 750rpm after dipping.

>>

>> According to the dealer technician, engine rpm marked less than 500

> rpm

>> on this concerned vehicle. To shift from 2 to D while dipping will

> make

>> worse this condition (330rpm). Technician has replaced IAC valve

>> (because IAC% was 43% at N range), then dipping condition has been

>> Improved (about 600rpm).

>> However, dipping is still remain. (No engine stall has been occurred

> so

> > far.)
> >
> > I also could experience the same condition on my FCSD vehicle
> > (Calibration: 1L7A-BCB, drop to 500rpm).
> > So, I would like to here your thought, is this condition induces
> engine
> > stall condition?
> > I think, engine stall may be not occurred if engine components (such
> as
> > IAC) are everything OK. But once failure has been occurred on the
> > components (ex; IAC valve slight stick), engine stall will be occurred
> > easily...

> >
> > Jun Hoshino
> > RHD Escape/Maverick FCSD PVT Program Manager
> > PVT & Field Support, Vehicle Service & Programs
> > Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

> >
> >

> > —Original Message—
> > From: Sanders, Muriel (M.S.)
> > Sent: Saturday, May 18, 2002 5:19 AM
> > To: Hoshino, Jun (J.)
> > Subject: RE: U204/J14 3.0L engine stall issue.

> >
> >

> > I haven't been able to get a vehicle with the new calibration to stall
> > (or rpm dip) doing this - I tried again today. I am going to have
> > another person in the group look at this and see what he thinks. He
> is
> > out of the office until Monday so I'll talk to him then.

> >
> > >

> > > Muriel Sanders
> > > U204 3.0L Calibration
> > > Ford Motor Company
> > > Phone: 313-32-27307
> > > Fax: 313-32-31766

>>> E-mail: msander8@ford.com

>>>

>>

>>

>> ~~Original Message~~

>> From: Hoshino, Jun (J.)

>> Sent: Friday, May 17, 2002 8:39 AM

>> To: Sanders, Muriel (M.S.)

>> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett

>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang,

>> Chia Kai (C.)

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>> Muriel,

>> Do you have any comment?

>>

>> Jun Hoshino

>> RHD Escape/Maverick FCSD PVT Program Manager

>> PVT & Field Support, Vehicle Service & Programs

>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>>

>> ~~Original Message~~

>> From: Hoshino, Jun (J.)

>> Sent: Tuesday, May 14, 2002 6:48 PM

>> To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)

>> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett

>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>> Chia Kai,

>> Today I have visited Ford Dealer and verified your concern on dealer

>> demo vehicle and FCSD vehicle.

>>

>> Dealer demo vehicle:

>> Mirage: 376km (235mi)

>> Calibration: 1L8U-GE (NO stall robustness calibration)
>> IAC at P range with no load: 34.38%
>> The lowest drop RPM: 530rpm
>>
>> FCSD vehicle:
>> Mileage: 17451km (10907mil)
>> Calibration: 1L7A-BCB (stall robustness calibration)
>> IAC at P range with no load: 38.67.%
>> The lowest drop RPM: 490rpm
>>
>> I have experienced RPM drop when I tried the sequence (while SHRTFTs
>> were over 30%) on both vehicles.
>> I also tried on D/N range, but not so dropped.
>>
>> Muriel,
>> According to today's verification, FCSD vehicle have similar condition
>> (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD
>> vehicle to latest level a month ago). However I have never been
>> experienced any engine stall so far(I have been driving this vehicle
> in
>> January '01).
>> So, the sequence is unlikely customer's usage, do you think this
>> phenomenon induces engine stall condition?
>> If yes, we need stall robust robustness at parking maneuver.
>>
>> Jun Hoshino
>> RHD Escape/Maverick FCSD PVT Program Manager
>> PVT & Field Support, Vehicle Service & Programs
>> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220
>> --- Original Message ---
>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>> Sent: Tuesday, May 14, 2002 3:08 AM
>> Subject: RE: U204/J14 3.0L engine stall issue.
>>
>>
>>> There is a newer calibration than the one you gave (2L8A-12A650-BD).

>>> This would be the stall robustness calibration.

>>>

>>> I tried a couple more vehicles today. I was able to duplicate your
>>> problem, but it was on a vehicle without the latest stall robustness
>>> calibration. The RPM didn't drop every time I did the sequence.

> The

>>> vehicles with the newest calibration did not any problems. Try
>>> updating your calibration and let me know if you still have the same
>>> situation.

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31786

>>>> E-mail: msanders6@ford.com

>>>>

>>>

>>>

>>> —Original Message—

>>> From: cchang9 [mailto:cchang9@ford.com]

>>> Sent: Monday, May 13, 2002 12:33 AM

>>> To: jhoshino@ford.com; Sanders, Muriel (M.S.)

>>> Cc: hsu c. c.

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Muriel :

>>>

>>> Rely, you have the normal idle situation. I have tried the three
>>> vehicle. <

>>> one is customer complain engine stall vehicle, the other is new CKD
>>> vehicle

>>>> All of the vehicle have the same situation of idle dips. Our PCM
>> level

>>> is

>>> 2L8A-12A850-BC. Which level is your vehicle easy ?

>>> I will check more, if any more information, I will let you know.
> Thx.
>>>
>>> By the way, I guess there is "another" air flow into the Intake
>> manifold
>>> <
>>> not pass through the MAF >. When I apply brake, it make the "SHRTFT"
>>> become
>>> high. When we release the brake, there are not "another" air flow.
> So,
>>> we
>>> suppose that "SHRTFT" increase to enrich fuel due to some air from
>>> booster
>>> makes lean combustion. Then, the engine is on rich fuel condition,
> if
>> we
>>> release brake and apply PAS a little, additional load may cause
> engine
>>> stall
>>> casually. Up to now, we haven't tried out the engine stall
> condition,
>>> but
>>> engine may down to 450rpm.
>>>
>>> Besides, would you please provide us the relationship between TPS &
>> MAF.
>>> We
>>> can check these data by WDS.
>>>
>>> Best Regards.
>>> C.K. Chang
>>> Taiwan FLH/LVT
>>> Vehicle Test and Development Engineer
>>>
>>> --- Original Message ---
>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kal (C.)" <ochang9@ford.com>

>>> Sent: Saturday, May 11, 2002 3:41 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> Mr. Chang,
>>>>
>>>> I tried the sequence you listed below on a couple of our vehicles
>>> today.
>>>> I did not have any idle dips or high "SHRTFT" during or after the
>>> test.
>>>> Did this only happen on 1 vehicle? If so, I would check the MAF
>>> sensor
>>>> gasket. There are now several reports (both Mazda and Ford) of
> MAF
>>>> sensor gaskets not installed correctly or missing in some cases.
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31766
>>>>> E-mail: msander6@ford.com
>>>>>
>>>>
>>>>
>>>> ---Original Message---
>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>> Sent: Friday, May 10, 2002 4:24 AM
>>>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)
>>>> Cc: Jao Jack; hau c. c.; Ting F.K.
>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>> Muriel :
>>>>
>>>> We find one idle unstable condition from our CKD 3.0L vehicle and
>> KCAP

>>>> J14
>>>> 3.0L vehicle. Maybe you can test follow below situation,
>>>> 1. Keep your vehicle in "P" or "N" gear.
>>>> 2. Let A/C on
>>>> 3. Let the ECT over 88C
>>>> 4. Tip In/out several times
>>>> 5. Apply heavy brake over "Ten" times.
>>>> When you apply your brake, you will see your "SHRTFT" increase
> over
>>> 30%.
>>>> 6. Release brake, then turn steering wheel < slight > and release
>>>> steering
>>>> wheel.
>>>> 7. See the RPM situation, RPM will down to 450-500RPM.
>>>>
>>>> You can see the attachment file first. One is the WDS file,
> another
>> is
>>>> the
>>>> pic file. I have test the other model vehicles, include U204 2.0L
>>> model,
>>>> no
>>>> such condition.
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>>
>>>> — Original Message —
>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>>> Sent: Thursday, May 09, 2002 8:35 PM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>

>>>> I am assuming that you have also preformed all the fixes in the
>> ISM
>>> |
>>>> sent. The TSB and ISM relate to stalls that occur on Escapes
> and
>>>> Tributes traveling about 30-45mph on closed throttle
>> decelerations.
>>>> This is the first time I have heard about a stall when shifting
>> from
>>>> drive to reverse.
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msander6@ford.com
>>>>>
>>>>>
>>>>>
>>>>> —Original Message—
>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>> To: Sanders, Muriel (M.S.)
>>>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Muriel :
>>>>>
>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>> vehicle
>>>> easy
>>>>> PCM.
>>>>> with the 2L8A-12A660-BC < latest level > and the millage is
>> 2812km.
>>> it

>>>> occur
>>>> on the general road while 40kph driving. When the customer drive
>> to
>>>> the
>>>> garage and shift to "R" gear, it occur again. So, the engine
> stall
>>>> occur
>>>> 2
>>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC
>> is
>>>> normal
>>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%). We
>> also
>>>> check
>>>> the Ground status (normal). We can't find any defect parts by
>>> follow
>>>> the
>>>> TSB 02-8-6.
>>>>
>>>> So, how do you deal with your engine stall vehicle while TSB
>> 02-8-6
>>>> can't
>>>> fix the issue ? Does the engine stall have any relation about
>>>> calibration
>>>> problem ? I have seen the ICCD about the NA engine stall issue.
> it
>>>>
>>>> the
>>>> high rate. What do you do ?
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>>
>>>> — Original Message —

>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>>> Sent: Wednesday, May 01, 2002 3:56 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>
>>>>

>>>>> Attached is the draft of the ISM that will support the TSB.

> it

>>>> should

>>>>> be submitted by the end of the week.

>>>>>

>>>>>> Muriel Sanders

>>>>>> U204 3.0L Calibration

>>>>>> Ford Motor Company

>>>>>> Phone: 313-32-27307

>>>>>> Fax: 313-32-31786

>>>>>> E-mail: msander6@ford.com

>>>>>>

>>>>>>

>>>>>>

>>>>>> —Original Message—

>>>>>> From: Dalbo, Bob (R.J.)

>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>>> To: Sanders, Muriel (M.S.)

>>>>>> Cc: Chang, Chia Kai (C.)

>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>

>>>>>>

>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>

>>>>>> Bob Dalbo

>>>>>> 3.0L Calibration Supervisor

>>>>>> Outfitters Calibration, NAT

>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>>> Pager: (313) 785-2859 Email: rdalbo@ford.com

>>>>>>

>>>>>

>>>>> ~~Original Message~~

>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>>> To: Dalbo, Bob (R.J.)

>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Bob :

>>>>>

>>>>> From your information, the TSB can fix 85% engine stall issue.

>> So,

>>>>> there

>>>>> are

>>>>> another ISM can fix the engine stall issue? Can you support

>> about

>>>> the

>>>>> ISM

>>>>> information? We Taiwan FLH need the overall engine stall

>>>> information

>>>>> to

>>>>> verify all possible cause. Or, you can tell me the ISM

> progress.

>>>>>>

>>>>>> Best Regards

>>>>>>

>>>>>> C.K. Chang

>>>>>> FLH/LVT

>>>>>> Vehicle Test and Development Engineer

>>>>>> Mailto: cchang9@ford.com

>>>>>>

>>>>>>

>>>>>>

>>>>>>

>>>>>> ~~Original Message~~

>>>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>>>> To: "Chang, Chia Kal (C.)" <cchang9@ford.com>; "McGee, Brett

>>> (B.L.)
>>>>> <bmcgee@ford.com>
>>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett
>> (B.L.)"
>>>>> <bmcgee@ford.com>
>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>>> Our current understanding is that TSB 02-8-6 should fix
> about
>>> 85%
>>>> of
>>>>>> stalling complaints. There is an ISM in the approval
> process
>> to
>>>>>> address
>>>>>>> the remaining fraction of stalling complaints not covered by
>>>>> normal
>>>>>>> diagnostic processes or the TSB.
>>>>>>>
>>>>>>> Bob Dalbo
>>>>>>> 3.0L Calibration Supervisor
>>>>>>> Outfitters Calibration, NAT
>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>>>>
>>>>>>>
>>>>>>> -----Original Message-----
>>>>>>> From: ochang9 [mailto:ochang9@ford.com]
>>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>>
>>>>>>>
>>>>>>> Bob & McGee:

>>>>>>
>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
>> check
>>>>> about
>>>>>> 8
>>>>>> steps. Our top manager need to understand, does the TSB
> 02-8-6
>>> can
>>>>>> effective
>>>>>> fix the engine stall issue or the effective percentage ?
>>>>>> Another question, we have one U204 2.0L vehicle has the
>> similar
>>>>> engine
>>>>>> stall
>>>>>> issue, it also happened on the idle status <stop at traffic
>>> light
>>>>>.
>>>>>> But
>>>>>> the
>>>>>> vehicle has the idle RPM unstable issue, when parking "P"
>> gear,
>>>> the
>>>>>> RPM
>>>>>> will
>>>>>> arise to 2700rpm.
>>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are
> 6
>>>>>> vehicles
>>>>>>> are
>>>>>>> engine stall by our local wiring design issue. (crankshaft
>>> sensor
>>>>>>> wire
>>>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>>>>> vehicle.
>>>>>>> Thx.
>>>>>>>

>>>>>>

>>>>>> Best Regards

>>>>>> C.K. Chang

>>>>>> FLH/LVT

>>>>>> Vehicle Test and Development Engineer

>>>>>>

>>>>>>

>>>>>>

>>>>>>

>>>>>>

From: C.K. Chang [cchang9@ford.com]
Sent: Tuesday, July 23, 2002 9:08 PM
To: Sanders, Muriel (M.S.)
Subject: Re: U204/J14 3.0L engine stall issue.



2002_ESCAPE_Jun28.pdf

Muriel :

Thanks for your message. I also see the ICCD NA quality report, the engine stall still have the high F/1000. Can you explain it ? In the past few week, the taiwan market also decrease the engine stall concern. I can't deny the contribution of the robust calibration. But there maybe something wrong from the report message. Second, in you reply tell me the ISM 02-06-025, can you send me a copy. I just have the original ISM 02-01-070 <you sent before>. By the way, does the engine stall concern have the G&D report ?

Best Regards

C.K. Chang

Taiwan Ford Llo Ho

Local Vehicle Team

Vehicle Test and Development Engineer

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

From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

To: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>

Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

Sent: Thursday, July 18, 2002 10:20 PM

Subject: RE: U204/J14 3.0L engine stall issue.

> Some vehicles do stall after the new calibration. Since the stall can
> be caused by several factors, it is important that all the steps of the

> TSB (TSB 02-11-06 for North American Markets) are completed. We also
> have an ISM (ISM 02-06-025) for vehicles that continue to stall after
> the TSB is done. In the past few weeks we have received reports of a
> small number of vehicles that continue to stall after everything in the
> TSB & ISM are done. We are currently in the process of releasing a new
> calibration to address these vehicles. Let me know if you have trouble
> accessing the TSB or ISM information. (An ISM is an internal service
> message that is used for the Ford Technical Hotline that dealers call.)
> TSB 02-11-06 is written for NA Markets, but FCSD said there should be
> one for your market based off of ours.

>
> Hope this helps.

>
>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company
>> Phone: 313-32-27307
>> Fax: 313-32-31786
>> E-mail: msanders@ford.com

>>
>
>
> —Original Message—

> From: Hoshino, Jun (J.)
> Sent: Thursday, July 18, 2002 3:12 AM
> To: Chang, Chia Kai (C.)
> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob
> (R.J.); Sanders, Muriel (M.S.)
> Subject: RE: U204/J14 3.0L engine stall issue.

>
>
> Chia Kai,

>
> I have not heard engine stall on latest calibration yet, except you.
> What was the stall condition? What has been taken on concerned vehicle
> so far? only PCM refresh??
> My understanding is, stall robustness calibration (2L8A- BD) is effect

> for vehicle at deceleration with vehicle speed over 16km/h (10mi/h).
>
> Bob and Muriel, please correct if I am wrong.
>
> Jun Hoshino
> RHD Escape/Maverick FCSD PVT Program Manager
> PVT & Field Support, Vehicle Service & Programs
> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220
>
>
> —Original Message—
> From: cchang9@ford.com [mailto:cchang9@ford.com]
> Sent: Thursday, July 18, 2002 11:52 AM
> To: Hoshino, Jun (J.); Sanders, Muriel (M.S.)
> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob
> (R.J.)
> Subject: Re: U204/J14 3.0L engine stall issue.
>
>
> Muriel & Hoshino san:
>
> How are you ? There is a long time without connection with you. I have
> two
> J14 3.0L engine stall case which has update the PCM software <BD> to
> the
> robust level before. Do you have the same problem ? I will re-confirm
> the
> vehicle tomorrow. If I have any more detail data, I will let you know.
> But,
> can you tell me "How many vehicle with the robust PCM software have the
> engine stall concern in your site ?"
>
> C.K. Chang
> Taiwan FLH
> Local Vehicle Team
> Vehicle Test and Development Engineer
>

> — Original Message —

> From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
> To: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)"
> <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.
> J.)"
> <rdalbo@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>
> Sent: Thursday, May 30, 2002 5:02 PM
> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> > Muriel,

> > Did you have chance to investigate idle dip with tip in condition?

> >

> > Jun Hoshino

> > RHD Escape/Maverick FGSD PVT Program Manager

> > PVT & Field Support, Vehicle Service & Programs

> > Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

> >

> >

> > —Original Message—

> > From: Sanders, Muriel (M.S.)

> > Sent: Thursday, May 23, 2002 5:55 AM

> > To: Hoshino, Jun (J.)

> > Subject: RE: U204/J14 3.0L engine stall issue.

> >

> >

> > We'll investigate and get back to you. Thanks.

> >

> > > Muriel Sanders

> > > U204 3.0L Calibration

> > > Ford Motor Company

> > > Phone: 313-32-27307

> > > Fax: 313-32-31786

> > > E-mail: msander6@ford.com

> > >

> >

>>

>> ~~Original Message~~

>> From: Hoshino, Jun (J.)

>> Sent: Wednesday, May 22, 2002 5:47 AM

>> To: Sanders, Muriel (M.S.)

>> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo,

> Bob

>> (R.J.); Chang, Chia Kai (C.)

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>> Muriel,

>>

>> I have got another idle dip situation from Japan dealer.

>> Symptom: engine stall while parking maneuver

>> Mirage: 9074km (6085mil)

>> Calibration: 1L7A-BDB

>>

>> Dealer could not duplicate engine stall at workshop, however they

> found

>> out idle dip condition under the following sequence.

>>

>> 1. Any shift ranges (PNRD..) are ok for confirmation.

>> 2. Vehicle stationary with idle (about 700 to 750rpm).

>> 3. Tip in the accelerator slightly (do not exceed 1000rpm).

>> 4. Engine rpm will dip to less than 600 rpm.

>> 5. Engine rpm will return to about 700 to 750rpm after dipping.

>>

>> According to the dealer technician, engine rpm marked less than 500

> rpm

>> on this concerned vehicle. To shift from 2 to D while dipping will

> make

>> worse this condition (330rpm). Technician has replaced IAC valve

>> (because iAC% was 43% at N range), then dipping condition has been

>> improved (about 600rpm).

>> However, dipping is still remain. (No engine stall has been occurred

> so

> > far.)
> >
> > I also could experience the same condition on my FCSD vehicle
> > (Calibration: 1L7A-BCB, drop to 590rpm).
> > So, I would like to here your thought, Is this condition Induces
> engine
> > stall condition?
> > I think, engine stall may be not occurred if engine components (such
> as
> > IAC) are everything OK. But once failure has been occurred on the
> > components (ex; IAC valve slight stick), engine stall will be occurred
> > easily...

> >
> > Jun Hoshino
> > RHD Escape/Maverick FCSD PVT Program Manager
> > PVT & Field Support, Vehicle Service & Programs
> > Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

> >
> >

> > —Original Message—
> > From: Sanders, Muriel (M.S.)
> > Sent: Saturday, May 18, 2002 5:19 AM
> > To: Hoshino, Jun (J.)
> > Subject: RE: U204/J14 3.0L engine stall issue.

> >
> >

> > I haven't been able to get a vehicle with the new calibration to stall
> > (or rpm dip) doing this - I tried again today. I am going to have
> > another person in the group look at this and see what he thinks. He
> is
> > out of the office until Monday so I'll talk to him then.

> >
> >

> > > Muriel Sanders
> > > U204 3.0L Calibration
> > > Ford Motor Company
> > > Phone: 313-32-27307
> > > Fax: 313-32-31788

>>> E-mail: msander6@ford.com

>>>

>>

>>

>> ~~Original Message~~

>> From: Hoshino, Jun (J.)

>> Sent: Friday, May 17, 2002 8:39 AM

>> To: Sanders, Muriel (M.S.)

>> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett
>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang,

>> Chia Kai (C.)

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>> Muriel,

>> Do you have any comment?

>>

>> Jun Hoshino

>> RHD Escape/Maverick FCSD PVT Program Manager

>> PVT & Field Support, Vehicle Service & Programs

>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>>

>> ~~Original Message~~

>> From: Hoshino, Jun (J.)

>> Sent: Tuesday, May 14, 2002 6:48 PM

>> To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)

>> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett
>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>> Chia Kai,

>> Today I have visited Ford Dealer and verified your concern on dealer

>> demo vehicle and FCSD vehicle.

>>

>> Dealer demo vehicle:

>> Mirage: 376km (235mi)

> > Calibration: 1L8U-GE (NO stall robustness calibration)
> > IAC at P range with no load: 34.38%
> > The lowest drop RPM: 530rpm
> >
> > FCSD vehicle:
> > Mirage: 17451km (10907mil)
> > Calibration: 1L7A-BCB (stall robustness calibration)
> > IAC at P range with no load: 38.67.%
> > The lowest drop RPM: 490rpm
> >
> > I have experienced RPM drop when I tried the sequence (while SHRTFTs
> > were over 30%) on both vehicles.
> > I also tried on D/N range, but not so dropped.
> >
> > Muriel,
> > According to today's verification, FCSD vehicle have similar condition
> > (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD
> > vehicle to latest level a month ago). However I have never been
> > experienced any engine stall so far(I have been driving this vehicle
> > in
> > January '01).
> > So, the sequence is unlikely customer's usage, do you think this
> > phenomenon induces engine stall condition?
> > If yes, we need stall robust robustness at parking maneuver.
> >
> > Jun Hoshino
> > RHD Escape/Maverick FCSD PVT Program Manager
> > PVT & Field Support, Vehicle Service & Programs
> > Hiroshima Japan Tel: 81-82-267-4603 Fax: 81-82-287-5220
> > — Original Message —
> > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
> > Sent: Tuesday, May 14, 2002 3:08 AM
> > Subject: RE: U204/J14 3.0L engine stall issue.
> >
> >
> > > There is a newer calibration than the one you gave (2L8A-12A850-BD).

>>> This would be the stall robustness calibration.

>>>

>>> I tried a couple more vehicles today. I was able to duplicate your
>>> problem, but it was on a vehicle without the latest stall robustness
>>> calibration. The RPM didn't drop every time I did the sequence.

> The

>>> vehicles with the newest calibration did not any problems. Try
>>> updating your calibration and let me know if you still have the same
>>> situation.

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31788

>>>> E-mail: msander6@ford.com

>>>>

>>>

>>>

>>> —Original Message—

>>> From: cchang0 [mailto:cchang0@ford.com]

>>> Sent: Monday, May 13, 2002 12:33 AM

>>> To: jhoshino@ford.com; Sanders, Muriel (M.S.)

>>> Cc: hsu c. c.

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Muriel :

>>>

>>> Relly, you have the normal idle situation. I have tried the three

>>> vehicle. <

>>> one is customer complain engine stall vehicle, the other is new CKD

>>> vehicle

>>>> All of the vehicle have the same situation of idle dips. Our PCM

>> level

>>> is

>>> 2L8A-12A650-BC. Which level is your vehicle assy ?

>>> I will check more, if any more information, I will let you know.
> Thx.
>>>
>>> By the way, I guess there is "another" air flow into the intake
>> manifold
>>><
>>> not pass through the MAF >. When I apply brake, it make the "SHRTFT"
>>> become
>>> high. When we release the brake, there are not "another" air flow.
> So,
>>> we
>>> suppose that "SHRTFT" increase to enrich fuel due to some air from
>>> booster
>>> makes lean combustion. Then, the engine is on rich fuel condition,
> if
>> we
>>> release brake and apply PAS a little, additional load may cause
> engine
>>> stall
>>> casually. Up to now, we haven't tried out the engine stall
> condition,
>>> but
>>> engine may down to 450rpm.
>>>
>>> Besides, would you please provide us the relationship between TPS &
>> MAF.
>>> We
>>> can check these data by WDS.
>>>
>>> Best Regards.
>>> C.K. Chang
>>> Taiwan FLH/LVT
>>> Vehicle Test and Development Engineer
>>>
>>> --- Original Message ---
>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>>> Sent: Saturday, May 11, 2002 3:41 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> Mr. Chang,
>>>>
>>>> I tried the sequence you listed below on a couple of our vehicles
>>>> today.
>>>> I did not have any idle dips or high "SHRTFT" during or after the
>>>> test.
>>>> Did this only happen on 1 vehicle? If so, I would check the MAF
>>>> sensor
>>>> gasket. There are now several reports (both Mazda and Ford) of
> MAF
>>>> sensor gaskets not installed correctly or missing in some cases.
>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msanderf@ford.com
>>>>>
>>>>>
>>>>>
>>>>> —Original Message—
>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Friday, May 10, 2002 4:24 AM
>>>>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)
>>>>> Cc: Jao Jack; hsu c. c.; Ting F.K.
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Muriel :
>>>>>
>>>>> We find one idle unstable condition from our CKD 3.0L vehicle and
>> KCAP

>>>> J14
>>>> 3.0L vehicle. Maybe you can test follow below situation,
>>>> 1. Keep your vehicle in "P" or "N" gear.
>>>> 2. Let A/C on
>>>> 3. Let the ECT over 88C
>>>> 4. Tip In/out several times
>>>> 5. Apply heavy brake over "Ten" times.
>>>> When you apply your brake, you will see your "SHRTFT" increase
> over
>>> 30%.
>>>> 6. Release brake, then turn steering wheel < slight > and release
>>>> steering
>>>> wheel.
>>>> 7. See the RPM situation, RPM will down to 450-500RPM.
>>>>
>>>> You can see the attachment file first. One is the WDS file,
> another
> is
>>>> the
>>>> pic file. I have test the other model vehicles, include U204 2.0L
>>>> model,
>>>> no
>>>> such condition.
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>>
>>>> — Original Message —
>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>>> Sent: Thursday, May 09, 2002 8:35 PM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>

>>>> I am assuming that you have also preformed all the fixes in the
>> ISM
>>> |
>>>> sent. The TSB and ISM relate to stalls that occur on Escapes
> and
>>>> Tributes traveling about 30-45mph on closed throttle
>> decelerations.
>>>> This is the first time I have heard about a stall when shifting
>> from
>>>> drive to reverse.

>>>>>
>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: msander6@ford.com

>>>>>>
>>>>>
>>>>>

>>>>> —Original Message—

>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>> To: Sanders, Muriel (M.S.)
>>>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>

>>>>> Muriel :

>>>>>

>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>> vehicle
>>>>> assy
>>>>> PCM
>>>>> with the 2L8A-12A650-BC < latest level > and the millage is
>> 2612km.

>>> It

>>>> occur
>>>> on the general road while 40kph driving. When the customer drive
>> to
>>>> the
>>>> garage and shift to "R" gear, it occur again. So, the engine
> stall
>>>> occur
>>>> 2
>>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC
>> is
>>>> normal
>>>> (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%). We
>> also
>>>> check
>>>> the Ground status (normal). We can't find any defect parts by
>>> follow
>>>> the
>>>> TSB 02-8-6.
>>>>
>>>> So, how do you deal with your engine stall vehicle while TSB
>> 02-8-6
>>>> can't
>>>> fix the issue ? Does the engine stall have any relation about
>>>> calibration
>>>> problem ? I have seen the ICCD about the NA engine stall issue.
> it
>>> is
>>>> the
>>>> high rate. What do you do ?
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: ochang@ford.com
>>>>
>>>>
>>>> --- Original Message ---

>>>> From: "Sanders, Muriel (M.S.)" <msander5@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
>>>> Sent: Wednesday, May 01, 2002 3:56 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>
>>>>

>>>>> Attached is the draft of the ISM that will support the TSB.

> It

>>>> should

>>>>> be submitted by the end of the week.

>>>>>

>>>>>> Muriel Sanders

>>>>>> U204 3.0L Calibration

>>>>>> Ford Motor Company

>>>>>> Phone: 313-32-27307

>>>>>> Fax: 313-32-31786

>>>>>> E-mail: msander5@ford.com

>>>>>>

>>>>>>

>>>>>>

>>>>>> -----Original Message-----

>>>>>> From: Dalbo, Bob (R.J.)

>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>>> To: Sanders, Muriel (M.S.)

>>>>>> Cc: Chang, Chia Kai (C.)

>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>

>>>>>>

>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>

>>>>>> Bob Dalbo

>>>>>> 3.0L Calibration Supervisor

>>>>>> Outfitters Calibration, NAT

>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>>

>>>>>

>>>>> —Original Message—

>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>>> To: Dalbo, Bob (R.J.)

>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Bob :

>>>>>

>>>>> From your information, the TSB can fix 85% engine stall issue.

>> So,

>>>>> there

>>>>> are

>>>>> another ISM can fix the engine stall issue? Can you support

>> about

>>>> the

>>>>> ISM

>>>>> information? We Taiwan FLH need the overall engine stall

>>>> information

>>>>> to

>>>>> verify all possible cause. Or, you can tell me the ISM

> progress.

>>>>>

>>>>> Best Regards

>>>>>

>>>>> C.K. Chang

>>>>> FLH/LVT

>>>>> Vehicle Test and Development Engineer

>>>>> Mailto: cchang9@ford.com

>>>>>

>>>>>

>>>>>

>>>>>

>>>>> — Original Message —

>>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett

>>> (B.L.)"
>>>>> <bmcgee@ford.com>
>>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett
>> (B.L.)"
>>>>> <bmcgee@ford.com>
>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>>> Our current understanding is that TSB 02-8-6 should fix
> about
>>> 85%
>>>> of
>>>>>> stalling complaints. There is an ISM in the approval
> process
>> to
>>>>>> address
>>>>>>> the remaining fraction of stalling complaints not covered by
>>>>> normal
>>>>>>> diagnostic processes or the TSB.
>>>>>>>
>>>>>>> Bob Dalbo
>>>>>>> 3.0L Calibration Supervisor
>>>>>>> Outfitters Calibration, NAT
>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31788
>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>>>>
>>>>>>>
>>>>>>> —Original Message—
>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>>
>>>>>>>
>>>>>>> Bob & McGee:

>>>>>>
>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
>> check
>>>> about
>>>>> 8
>>>>>> steps. Our top manager need to understand, does the TSB
> 02-8-6
>>> can
>>>>>> effective
>>>>>> fix the engine stall issue or the effective percentage ?
>>>>>> Another question, we have one U204 2.0L vehicle has the
>> similar
>>>> engine
>>>>>> stall
>>>>>> issue, it also happened on the idle status <stop at traffic
>>> light
>>>>>.
>>>>>> But
>>>>>> the
>>>>>> vehicle has the idle RPM unstable issue, when parking "P"
>> gear,
>>>> the
>>>>>> RPM
>>>>>> will
>>>>>> arise to 2700rpm.
>>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are
> 6
>>>>> vehicles
>>>>>>> are
>>>>>>> engine stall by our local wiring design issue. (crankshaft
>>> sensor
>>>>>>> wire
>>>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>>>> vehicle.
>>>>>>> Thx.
>>>>>>>

>>>>>>>

>>>>>>> Best Regards

>>>>>>> C.K. Chang

>>>>>>> FLH/LVT

>>>>>>> Vehicle Test and Development Engineer

>>>>>>>

>>>>>>>

>>>>>>>

>>>>>>>

>>>>>>>

From: cchang@ford.com
 Sent: Monday, July 29, 2002 2:28 AM
 To: Sanders, Muriel (M.S.); Hoshino, Jun (J.); Okazaki, Yoshinori (Y.); Hu, B. (Brian)
 Cc: Li, Charles (C.S.); Hu, Mario (M.R.); Jao, Jack (J.); Chen, Simon (S.); Fan, He (H.); McGee, Brett (B.L.); Kuhnd, Noel (N.)
 Subject: Re: U204/J14 3.0L engine stall issue.

Hoshino san :

Yes. The PCM 2LBA-12A850-GC/AJ27-18881-A is received from Mazda and it is used for our certification. And the white paper is received from the Muriel. By the way, what is different between the GD <STG3> and BD <CAA>?

C.K. Chang

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

From: Hoshino, Jun (J.)
 To: Chang, Chia Kai (C.); Okazaki, Yoshinori (Y.)
 Cc: Li, Charles (C.S.); Hu, Mario (M.R.); Jao, Jack (J.); Chen, Simon (S.); Fan, He (H.); McGee, Brett (B.L.); Kuhnd, Noel (N.)
 Sent: Monday, July 29, 2002 1:56 PM
 Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

Yes, I have heard that the fuel tank for Taiwan will be changed to Japan source.

New calibration,

This is the first time to see this white paper for me, it seems latest robust calibration for engine stall at all speed range (also parking maneuver.) Where did you obtain this? from Mazda or Ford? I need to contact to engineering to get further information.

By the way, is not your calibration CAA (BC,BD)? Is Taiwan using STG3(GC, GD)?

Okazaki-san,

Would you tell us the change information for Taiwan fuel tank?

Has ECN for Taiwan fuel tank already released? If yes, please provide us ECN# and specific shipping schedule.

Thanks in advance.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
 PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: C.K. Chang [mailto:cchang9@ford.com]
Sent: Monday, July 29, 2002 10:32 AM
To: Hoshino, Jun (J.); Fan, H. (Hc)
Cc: Li, C. S. (Charles); HU M.R.; Jao Jack; Chen, S. (Simon)
Subject: Re: U204/J14 3.0L engine stall issue.

Hoshino san:

For our CKD U204/J14 have to change the fuel tank source, the PCM also need to change. Now, we received the 3.0L PCM part NO. is 2L8A-12A850-GC, but when I confirm the isc white paper 2002, I know the GD is the robust calibration for engine stall. The fuel tank source is coming from the JAPAN. Can you help me to verify my description is right? So, for our production usage PCM have to update to GD software, right? And, can you tell me the relative Mazda part NO. of Ford part NO. 2L8A-12A850-GD for ordering?

H.C.:

Please confirm the P/O usage PCM and the production usage PCM as what we talk before.

C.K. Chang
Taiwan Ford Lio Ho
Local Vehicle Team
Vehicle Test and Development Engineer

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

From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
To: "Sanders, Muriel (M.S.)" <msander6@ford.com>; "Dalbo, Bob (R.J.)" <rdalbo@ford.com>
Cc: "Jao, Jack (J.)" <jjao@ford.com>; "Tsai, C (C.Y.)" <ctsai@ford.com>; "Kuhnd, Noel (N.)" <nkuhnd@ford.com>; "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>

Sent: Friday, July 26, 2002 8:22 PM

Subject: RE: U204/J14 3.0L engine stall issue.

- > Muriel and Bob,
- > Would you kindly respond to Chia Kai with his questions?
- >
- > Jun Hoshino
- > RHD Escape/Maverick FCSD PVT Program Manager
- > PVT & Field Support, Vehicle Service & Programs
- > Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

> —Original Message—

- > From: C.K. Chang [mailto:cchang9@ford.com]
- > Sent: Friday, July 19, 2002 3:39 PM
- > To: Hoshino, Jun (J.); Sanders, Muriel (M.S.)
- > Cc: Jao, Jack (J.); Tsai, C (C.Y.); Dalbo, Bob (R.J.); Kwon, Soon
- > (S.K.); Kuhnd, Noel (N.); McGee, Brett (B.L.)
- > Subject: Re: U204/J14 3.0L engine stall issue.

> Hoshino and Muriel :

- >
- > I confirm one J14 3.0L engine stall vehicle today. The attachment file
- > is
- > the detail measurement data before replacing the IAC and EVAP and after
- > replacing them. Please check it and tell me what you think from this
- > message
- > <If possible>.
- > I also confirm the fuel pressure is about 4.45 bar when engine run. But
- > there is another question is when the vehicle key off, the fuel pressure
- > will decrease quickly till 1.3 bar <in 30min>. Does it have any relation
- > with the engine stall issue ?
- > Tell me anything you know, thanks.
- >
- > Best Regards
- > C.K. Chang

> Taiwan Ford Lio Ho
> Local Vehicle Team
> Vehicle Test and Development Engineer
>
>
> — Original Message —
> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
> To: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "Chang, Chia Kai (C.)"
> <cchang8@ford.com>
> Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)"
> <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob (R.
> J.)"
> <rdalbo@ford.com>
> Sent: Thursday, July 18, 2002 10:20 PM
> Subject: RE: U204/J14 3.0L engine stall issue.
>
>
> > Some vehicles do stall after the new calibration. Since the stall can
> > be caused by several factors, it is important that all the steps of
> > the
> > TSB (TSB 02-11-06 for North American Markets) are completed. We also
> > have an ISM (ISM 02-06-025) for vehicles that continue to stall after
> > the TSB is done. In the past few weeks we have received reports of a
> > small number of vehicles that continue to stall after everything in
> > the
> > TSB & ISM are done. We are currently in the process of releasing a
> > new
> > calibration to address these vehicles. Let me know if you have
> > trouble
> > accessing the TSB or ISM information. (An ISM is an internal service
> > message that is used for the Ford Technical Hotline that dealers
> > call.)
> > TSB 02-11-06 is written for NA Markets, but FCSD said there should be
> > one for your market based off of ours.
> >
> > Hope this helps.
> >
> > Muriel Sanders

>>> U204 3.0L Calibration
>>> Ford Motor Company
>>> Phone: 313-32-27307
>>> Fax: 313-32-31786
>>> E-mail: msander6@ford.com

>>>
>>
>>

>> —Original Message—

>> From: Hoshino, Jun (J.)
>> Sent: Thursday, July 18, 2002 3:12 AM
>> To: Chang, Chia Kai (C.)
>> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo,
> Bob
>> (R.J.); Sanders, Muriel (M.S.)
>> Subject: RE: U204/J14 3.0L engine stall issue.

>>
>>

>> Chia Kai,

>>

>> I have not heard engine stall on latest calibration yet, except you.
>> What was the stall condition? What has been taken on concerned vehicle
>> so far? only PCM reflash??
>> My understanding is, stall robustness calibration (2L8A-ED) is affect
>> for vehicle at deceleration with vehicle speed over 16km/h (10mi/h).

>>

>> Bob and Muriel, please correct if I am wrong.

>>

>> Jun Hoshino
>> RHD Escape/Maverick FCSD PVT Program Manager
>> PVT & Field Support, Vehicle Service & Programs
>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>>
>>

>> —Original Message—

>> From: cchang8@ford.com [mailto:cchang8@ford.com]
>> Sent: Thursday, July 18, 2002 11:52 AM
>> To: Hoshino, Jun (J.); Sanders, Muriel (M.S.)

>> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo,
> Bob
>> (R.J.)
>> Subject: Re: U204/J14 3.0L engine stall issue.
>>
>>
>> Muriel & Hoshino san:
>>
>> How are you ? There is a long time without connection with you, I have
>> two
>> J14 3.0L engine stall case which has update the PCM software <-BD> to
>> the
>> robust level before. Do you have the same problem ? I will re-confirm
>> the
>> vehicle tomorrow. If I have any more detail data, I will let you know.
>> But,
>> can you tell me "How many vehicle with the robust PCM software have
> the
>> engine stall concern in your site ?"
>>
>> C.K. Chang
>> Taiwan FLH
>> Local Vehicle Team
>> Vehicle Test and Development Engineer
>>
>> --- Original Message ---
>> From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
>> To: "Senders, Muriel (M.S.)" <msenders6@ford.com>
>> Cc: "McGee, Brett (B.L.)" <bmcgee@ford.com>; "Kuhnd, Noel (N.)"
>> <nkuhnd@ford.com>; "Kwon, Soon (S.K.)" <skwon@ford.com>; "Dalbo, Bob
> (R
>> J.)"
>> <rdalbo@ford.com>; "Chang, Chia Kai (C.)" <ochang8@ford.com>
>> Sent: Thursday, May 30, 2002 5:02 PM
>> Subject: RE: U204/J14 3.0L engine stall issue.
>>
>>
>>> Muriel,

>>> Did you have chance to investigate idle dip with tip in condition?

>>>

>>> Jun Hoshino

>>> RHD Escape/Maverick FCSD PVT Program Manager

>>> PVT & Field Support, Vehicle Service & Programs

>>> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220

>>>

>>>

>>> —Original Message—

>>> From: Sanders, Muriel (M.S.)

>>> Sent: Thursday, May 23, 2002 5:55 AM

>>> To: Hoshino, Jun (J.)

>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> We'll investigate and get back to you. Thanks.

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> Phone: 313-32-27307

>>>> Fax: 313-32-31786

>>>> E-mail: msander6@ford.com

>>>>

>>>

>>>

>>> —Original Message—

>>> From: Hoshino, Jun (J.)

>>> Sent: Wednesday, May 22, 2002 5:47 AM

>>> To: Sanders, Muriel (M.S.)

>>> Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo,

>> Bob

>>> (R.J.); Chang, Chia Kai (C.)

>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Muriel,

>>>

>>> I have got another idle dip situation from Japan dealer.
>>> Symptom: engine stall while parking maneuver
>>> Mirage: 9074km (8065mil)
>>> Calibration: 1L7A-BDB
>>>
>>> Dealer could not duplicate engine stall at workshop, however they
>> found
>>> out idle dip condition under the following sequence.
>>>
>>> 1. Any shift ranges (PNRD..) are ok for confirmation.
>>> 2. Vehicle stationary with idle (about 700 to 750rpm).
>>> 3. Tip in the accelerator alightly (do not exceed 1000rpm).
>>> 4. Engine rpm will dip to less than 600 rpm.
>>> 5. Engine rpm will return to about 700 to 750rpm after dipping.
>>>
>>> According to the dealer technician, engine rpm marked less than 500
>> rpm
>>> on this concerned vehicle. To shift from 2 to D while dipping will
>> make
>>> worse this condition (330rpm). Technician has replaced IAC valve
>>> (because IAC% was 43% at N range), then dipping condition has been
>>> improved (about 600rpm).
>>> However, dipping is still remain. (No engine stall has been occurred
>> so
>>> far.)
>>>
>>> I also could experience the same condition on my FCSD vehicle
>>> (Calibration: 1L7A-BCB, drop to 580rpm).
>>> So, I would like to here your thought, is this condition induces
>> engine
>>> stall condition?
>>> I think, engine stall may be not occurred if engine components (such
>> as
>>> IAC) are everything OK. But once failure has been occurred on the
>>> components (ex; IAC valve alight stick), engine stall will be
>> occurred
>>> easily...
>>>

>>> Jun Hoshino
>>> RHD Escape/Maverick FCSD PVT Program Manager
>>> PVT & Field Support, Vehicle Service & Programs
>>> Hiroshima Japan Tel: 81-82-287-4803 Fax: 81-82-287-5220
>>>
>>>
>>> —Original Message—
>>> From: Sanders, Muriel (M.S.)
>>> Sent: Saturday, May 16, 2002 5:19 AM
>>> To: Hoshino, Jun (J.)
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>> I haven't been able to get a vehicle with the new calibration to
> stall
>>> (or rpm dip) doing this - I tried again today. I am going to have
>>> another person in the group look at this and see what he thinks. He
>>> is
>>> out of the office until Monday so I'll talk to him then.
>>>
>>>> Muriel Sanders
>>>> U204 3.0L Calibration
>>>> Ford Motor Company
>>>> Phone: 313-32-27307
>>>> Fax: 313-32-31786
>>>> E-mail: msanders@ford.com
>>>>
>>>>
>>>>
>>>> —Original Message—
>>>> From: Hoshino, Jun (J.)
>>>> Sent: Friday, May 17, 2002 8:39 AM
>>>> To: Sanders, Muriel (M.S.)
>>>> Cc: Hau, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett
>>>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.);
>>>> Chang,
>>>> Chia Kai (C.)
>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Muriel,

>>> Do you have any comment?

>>>

>>> Jun Hoshino

>>> RHD Escapa/Maverick FCSD PVT Program Manager

>>> PVT & Field Support, Vehicle Service & Programs

>>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>>>

>>> —Original Message—

>>> From: Hoshino, Jun (J.)

>>> Sent: Tuesday, May 14, 2002 8:48 PM

>>> To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)

>>> Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett

>>> (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)

>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Chia Kai,

>>> Today I have visited Ford Dealer and verified your concern on dealer

>>> demo vehicle and FCSD vehicle.

>>>

>>> Dealer demo vehicle:

>>> Mirage: 376km (235mi)

>>> Calibration: 1L8U-GE (NO stall robustness calibration)

>>> IAC at P range with no load: 34.38%

>>> The lowest drop RPM: 630rpm

>>>

>>> FCSD vehicle:

>>> Mirage: 17451 km (10907mi)

>>> Calibration: 1L7A-BCB (stall robustness calibration)

>>> IAC at P range with no load: 38.87%

>>> The lowest drop RPM: 490rpm

>>>

>>> I have experienced RPM drop when I tried the sequence (while

> SHRTFTs

>>> were over 30%) on both vehicles.

>>> I also tried on D/N range, but not so dropped.
>>>
>>> Muriel,
>>> According to today's verification, FCSD vehicle have similar
> condition
>>> (RPM drop) with Taiwan on latest calibration (I have reprogrammed
> FCSD
>>> vehicle to latest level a month ago). However I have never been
>>> experienced any engine stall so far(I have been driving this vehicle
>>> in
>>> January '01).
>>> So, the sequence is unlikely customer's usage, do you think this
>>> phenomenon induces engine stall condition?
>>> If yes, we need stall robust robustness at parking maneuver.
>>>
>>> Jun Hoshino
>>> RHD Escape/Maverick FCSD PVT Program Manager
>>> PVT & Field Support, Vehicle Service & Programs
>>> Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-6220
>>> --- Original Message ---
>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>> Sent: Tuesday, May 14, 2002 3:05 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> There is a newer calibration than the one you gave
> (2L8A-12A660-BD).
>>>> This would be the stall robustness calibration.
>>>>
>>>> I tried a couple more vehicles today. I was able to duplicate
> your
>>>> problem, but it was on a vehicle without the latest stall
> robustness
>>>> calibration. The RPM didn't drop every time I did the sequence.
>>> The
>>>> vehicles with the newest calibration did not any problems. Try
>>>> updating your calibration and let me know if you still have the

> same
 >>> situation.
 >>>
 >>>> Muriel Sanders
 >>>> U204 3.0L Calibration
 >>>> Ford Motor Company
 >>>> Phone: 313-32-27307
 >>>> Fax: 313-32-31786
 >>>> E-mail: msander6@ford.com

>>>>
 >>>>
 >>>>

>>> -----Original Message-----

>>> From: cchang9 [mailto:cchang9@ford.com]
 >>> Sent: Monday, May 13, 2002 12:33 AM
 >>> To: jhoshino@ford.com; Sanders, Muriel (M.S.)
 >>> Cc: hsu c. o.
 >>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>
 >>>>

>>>> Muriel :

>>>>

>>>> Rally, you have the normal idle situation. I have tried the three
 >>>> vehicle. <
 >>>> one is customer complain engine stall vehicle, the other is new

> CKD

>>>> vehicle

>>>>> All of the vehicle have the same situation of idle dips. Our PCM
 >>>> level

>>>> is

>>>> 2L8A-12A850-BC. Which level is your vehicle assy ?

>>>> I will check more, if any more information, I will let you know.

>> Thx.

>>>>

>>>>> By the way, I guess there is "another" air flow into the intake
 >>>> manifold

>>>><

>>>>> not pass through the MAF >. When I apply brake, it make the

> "SHRTFT"
>>> become
>>> high. When we release the brake, there are not "another" air flow.
>> So,
>>> we
>>> suppose that "SHRTFT" increase to enrich fuel due to some air from
>>> booster
>>> makes lean combustion. Then, the engine is on rich fuel condition,
>> If
>>> we
>>> release brake and apply PAS a little, additional load may cause
>> engine
>>> stall
>>> usually. Up to now, we haven't tried out the engine stall
>> condition,
>>> but
>>> engine may down to 450rpm.
>>>
>>> Besides, would you please provide us the relationship between TPS
>&
>>> MAF.
>>> We
>>> can check these data by WDS.
>>>
>>> Best Regards.
>>> C.K. Chang
>>> Taiwan FUH/LVT
>>> Vehicle Test and Development Engineer
>>>
>>> — Original Message —
>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>> To: "Chang, Chia Kai (C.)" <cchang8@ford.com>
>>> Sent: Saturday, May 11, 2002 3:41 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>
>>>
>>>> Mr. Chang,
>>>>

>>>> I tried the sequence you listed below on a couple of our
> vehicles
>>>> today.
>>>> I did not have any idle dips or high "SHRTFT" during or after
> the
>>>> test.
>>>> Did this only happen on 1 vehicle? If so, I would check the MAF
>>>> sensor
>>>> gasket. There are now several reports (both Mazda and Ford) of
>> MAF
>>>> sensor gaskets not installed correctly or missing in some cases.
>>>>>

>>>>> Muriel Sanders
>>>>> U204 3.0L Calibration
>>>>> Ford Motor Company
>>>>> Phone: 313-32-27307
>>>>> Fax: 313-32-31786
>>>>> E-mail: meander8@ford.com

>>>>>
>>>>>
>>>>>

>>>>> ---Original Message---

>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>> Sent: Friday, May 10, 2002 4:24 AM
>>>>> To: McGee, Brett (B.L.); jhoehino@ford.com; Sanders, Muriel
> (M.S.)
>>>>> Cc: Jao Jack; heu c. c.; Ting F.K.
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>
>>>>>

>>>>> Muriel :

>>>>>

>>>>> We find one idle unstable condition from our CKD 3.0L vehicle
> and

>>> KCAP

>>>>> J14

>>>>> 3.0L vehicle. Maybe you can test follow below situation,

>>>>> 1. Keep your vehicle in "P" or "N" gear.

>>>> 2. Let A/C on
>>>> 3. Let the ECT over 88C
>>>> 4. Tip In/out several times
>>>> 5. Apply heavy brake over "Ten" times.
>>>> When you apply your brake, you will see your "SHRTFT" increase
>> over
>>>> 30%.
>>>> 6. Release brake, then turn steering wheel < alight > and
> release
>>>> steering
>>>> wheel.
>>>> 7. See the RPM situation, RPM will down to 450-500RPM.
>>>>
>>>> You can see the attachment file first. One is the WDS file,
>> another
>>> is
>>>> the
>>>> pic file. I have test the other model vehicles, include U204
> 2.0L
>>>> model,
>>>> no
>>>> such condition.
>>>>
>>>> C.K. Chang
>>>> Taiwan FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>>
>>>> --- Original Message ---
>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
>>>> Sent: Thursday, May 09, 2002 8:35 PM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>>> I am assuming that you have also preformed all the fixes in
> the

>>> ISM
>>>> I
>>>>> sent. The TSB and ISM relate to stalls that occur on Escapes
>> and
>>>>> Tributes traveling about 30-45mph on closed throttle
>>> decelerations.
>>>>> This is the first time I have heard about a stall when
> shifting
>>> from
>>>>> drive to reverse.
>>>>>
>>>>>> Muriel Sanders
>>>>>> U204 3.0L Calibration
>>>>>> Ford Motor Company
>>>>>> Phone: 313-32-27307
>>>>>> Fax: 313-32-31786
>>>>>> E-mail: msander6@ford.com
>>>>>>
>>>>>>
>>>>>>
>>>>>> —Original Message—
>>>>>> From: ochang@ [mailto:ochang@ford.com]
>>>>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>>>>> To: Sanders, Muriel (M.S.)
>>>>>> Cc: hau c. c.; Dalbo, Bob (R.J.)
>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>
>>>>>>
>>>>>> Muriel :
>>>>>>
>>>>>> Today, we deal with one U204 3.0L engine stall vehicle. The
>>> vehicle
>>>>>> asy
>>>>>> PCM
>>>>>> with the 2LBA-12A850-BC < latest level > and the mileage is
>>> 2612km.
>>>>>> It
>>>>>> occur

>>>>> on the general road while 40kph driving. When the customer
> drive
>>> to
>>>> the
>>>>> garage and shift to "R" gear, it occur again. So, the engine
>> stall
>>>>> occur
>>>>>> 2
>>>>>> times. We follow the TSB 02-8-6 to check "step by step", the
> IAC
>>> is
>>>>> normal
>>>>>> (34%) and the EVAPVM is normal (0% -> 84% -100% -> 0%). We
>>> also
>>>>>> check
>>>>>> the Ground status (normal). We can't find any defect parts
> by
>>>> follow
>>>>>> the
>>>>>> TSB 02-8-6.
>>>>>>
>>>>>>> So, how do you deal with your engine stall vehicle while TSB
>>>> 02-8-6
>>>>>>> can't
>>>>>>> fix the issue ? Does the engine stall have any relation about
>>>>>>> calibration
>>>>>>> problem ? I have seen the ICCD about the NA engine stall
> issue.
>> it
>>>> is
>>>>>> the
>>>>>>> high rate. What do you do ?
>>>>>>>
>>>>>>> C.K. Cheng
>>>>>>> Taiwan FLH/LVT
>>>>>>> Vehicle Test and Development Engineer
>>>>>>> Mailto: ochang9@ford.com
>>>>>>>

>>>>>

>>>>> — Original Message —

>>>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>

>>>>> Cc: "Daibo, Bob (R.J.)" <rdalbo@ford.com>

>>>>> Sent: Wednesday, May 01, 2002 3:58 AM

>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>>> Attached is the draft of the ISM that will support the TSB.

>> it

>>>>> should

>>>>>> be submitted by the end of the week.

>>>>>>

>>>>>>> Muriel Sanders

>>>>>>> U204 3.0L Calibration

>>>>>>> Ford Motor Company

>>>>>>> Phone: 313-32-27307

>>>>>>> Fax: 313-32-31786

>>>>>>> E-mail: msander6@ford.com

>>>>>>>

>>>>>>>

>>>>>>>

>>>>>>> —Original Message—

>>>>>>> From: Daibo, Bob (R.J.)

>>>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>>>> To: Sanders, Muriel (M.S.)

>>>>>>> Cc: Chang, Chia Kai (C.)

>>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>>>

>>>>>>>

>>>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>>>

>>>>>>> Bob Daibo

>>>>>>> 3.0L Calibration Supervisor

>>>>>>> Outfitters Calibration, NAT

>>>>>>> Phone: (313) 24-64847 Fax: (313) 32-31786

>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>>

>>>>>

>>>>> ---Original Message---

>>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>>> To: Dalbo, Bob (R.J.)

>>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Bob :

>>>>>

>>>>> From your information, the TSB can fix 85% engine stall

> issue.

>> So,

>>>>> there

>>>>> are

>>>>> another ISM can fix the engine stall issue? Can you support

>>> about

>>>>> the

>>>>> ISM

>>>>> information? We Taiwan FLH need the overall engine stall

>>>>> information

>>>>> to

>>>>> verify all possible cause. Or, you can tell me the ISM

>> progress.

>>>>>

>>>>> Best Regards

>>>>>

>>>>> C.K. Chang

>>>>> FLH/LVT

>>>>> Vehicle Test and Development Engineer

>>>>> Mailto: cchang9@ford.com

>>>>>

>>>>>

>>>>>

>>>>>

>>>>> --- Original Message ---

>>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "McGee, Brett
>>>>> (B.L.)"
>>>>>> <bmcgee@ford.com>
>>>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett
>>>>> (B.L.)"
>>>>>> <bmcgee@ford.com>
>>>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>>
>>>>>>
>>>>>>> Our current understanding is that TSB 02-8-6 should fix
>> about
>>>> 85%
>>>>> of
>>>>>>> stalling complaints. There is an ISM in the approval
>> process
>>> to
>>>>>>> address
>>>>>>> the remaining fraction of stalling complaints not covered
>> by
>>>>>> normal
>>>>>>> diagnostic processes or the TSB.
>>>>>>>
>>>>>>>> Bob Dalbo
>>>>>>>> 3.0L Calibration Supervisor
>>>>>>>> Outfitters Calibration, NAT
>>>>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786
>>>>>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com
>>>>>>>>
>>>>>>>>
>>>>>>>> -----Original Message-----
>>>>>>>> From: cchang9 [mailto:cchang9@ford.com]
>>>>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)
>>>>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>>>>
>>>>>>>>

>>>>>> Bob & McGee;
>>>>>>
>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to
>>> check
>>>>> about
>>>>>> 8
>>>>>> steps. Our top manager need to understand, does the TSB
>> 02-8-6
>>>> can
>>>>>> effective
>>>>>> fix the engine stall issue or the effective percentage ?
>>>>>> Another question, we have one U204 2.0L vehicle has the
>>> similar
>>>>> engine
>>>>>> stall
>>>>>> issue, it also happened on the idle status <stop at
> traffic
>>>> light
>>>>>.
>>>>>> But
>>>>>>> the
>>>>>>> vehicle has the idle RPM unstable issue, when parking "P"
>>>> gear,
>>>>> the
>>>>>>> RPM
>>>>>>> will
>>>>>>> rises to 2700rpm.
>>>>>>>> < For you reference, we have 7 U204 2.0L vehicle, there
> are
>>> 6
>>>>>>> vehicles
>>>>>>>> are
>>>>>>>> engine stall by our local wiring design issue. ()
> crankshaft
>>>>> sensor
>>>>>>> wire
>>>>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>>>>> Please feedback to me ASAP. We have to deal with Taiwan

> U204
>>>>> vehicle.
>>>>>>> Thx.
>>>>>>>
>>>>>>>
>>>>>>> Best Regards
>>>>>>> C.K. Cheng
>>>>>>> FLH/LVT
>>>>>>> Vehicle Test and Development Engineer
>>>>>>>
>>>>>>>
>>>>>>>
>>>>>>>
>>>>>>>
>>>>>>>

From: Hoshino, Jun (J.)
Sent: Friday, May 17, 2002 8:39 AM
To: Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,

Do you have any comment?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Hoshino, Jun (J.)
Sent: Tuesday, May 14, 2002 6:48 PM
To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

Today I have visited Ford Dealer and verified your concern on dealer demo vehicle and FCSD vehicle.

Dealer demo vehicle:

Milage: 378km (235mi)
Calibration: 1L8U-GE (NO stall robustness calibration)
IAC at P range with no load: 34.38%
The lowest drop RPM: 530rpm

FCSD vehicle:

Milage: 17451km (10907mi)
Calibration: 1L7A-BCB (stall robustness calibration)
IAC at P range with no load: 38.67.%

The lowest drop RPM: 490rpm

I have experienced RPM drop when I tried the sequence (while SHRTFTs were over 30%) on both vehicles. I also tried on D/N range, but not so dropped.

Muriel,

According to today's verification, FCSD vehicle have similar condition (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD vehicle to latest level a month ago). However I have never been experienced any engine stall so far(I have been driving this vehicle in January '01).

So, the sequence is unlikely customer's usage, do you think this phenomenon induces engine stall condition? If yes, we need stall robust robustness at parking maneuver.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

--- Original Message ---

From: "Sanders, Muriel (M.S.)" <msanders@ford.com>

To: "Chang, Chia Kai (C.)" <cchang@ford.com>

Sent: Tuesday, May 14, 2002 3:08 AM

Subject: RE: U204/J14 3.0L engine stall issue.

> There is a newer calibration than the one you gave (2L8A-12A650-BD).

> This would be the stall robustness calibration.

>

> I tried a couple more vehicles today. I was able to duplicate your

> problem, but it was on a vehicle without the latest stall robustness

> calibration. The RPM didn't drop every time I did the sequence. The

> vehicles with the newest calibration did not any problems. Try

> updating your calibration and let me know if you still have the same

> situation.

>

>> Muriel Sanders

>> U204 3.0L Calibration

>> Ford Motor Company

>> Phone: 313-32-27307

> > Fax: 313-32-31788

> > E-mail: msander8@ford.com

> >

>

>

> —Original Message—

> From: cchang8 [mailto:cchang8@ford.com]

> Sent: Monday, May 13, 2002 12:33 AM

> To: jhoshino@ford.com; Sanders, Muriel (M.S.)

> Cc: hsu c. c.

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel :

>

> Relly, you have the normal idle situation. I have tried the three

> vehicle. <

> one is customer complain engine stall vehicle, the other is new CKD

> vehicle

> > All of the vehicle have the same situation of idle dips. Our PCM level

> is

> 2L8A-12A650-BC. Which level is your vehicle assy ?

> I will check more, if any more information, I will let you know. Thx.

>

> By the way, I guess there is "another" air flow into the intake manifold

> <

> not pass through the MAF >. When I apply brake, it make the "SHRTFT"

> become

> high. When we release the brake, there are not "another" air flow. So,

> we

> suppose that "SHRTFT" increase to enrich fuel due to some air from

> booster

> makes lean combustion. Then, the engine is on rich fuel condition, if we

> release brake and apply PAS a little, additional load may cause engine

> stall

> casually. Up to now, we haven't tried out the engine stall condition,

> but

- > engine may down to 450rpm.
- >
- > Besides, would you please provide us the relationship between TPS & MAF.
- > We
- > can check these data by WDS.
- >
- > Best Regards.
- > C.K. Chang
- > Taiwan FLH/LVT
- > Vehicle Test and Development Engineer

> --- Original Message ---

- > From: "Sanders, Muriel (M.S.)" <msander6@ford.com>
- > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>
- > Sent: Saturday, May 11, 2002 3:41 AM
- > Subject: RE: U204/J14 3.0L engine stall issue.

> > Mr. Chang,

> > I tried the sequence you listed below on a couple of our vehicles
> today.

> > I did not have any idle dips or high "SHRTFT" during or after the
> test.

> > Did this only happen on 1 vehicle? If so, I would check the MAF
> sensor

> > gasket. There are now several reports (both Mazda and Ford) of MAF
> > sensor gaskets not installed correctly or missing in some cases.

> > > Muriel Sanders

> > > U204 3.0L Calibration

> > > Ford Motor Company

> > > Phone: 313-32-27307

> > > Fax: 313-32-31786

> > > E-mail: msander6@ford.com

> > >

> >

>>
>> -----Original Message-----
>> From: cchang9 (mailto:cchang9@ford.com)
>> Sent: Friday, May 10, 2002 4:24 AM
>> To: McGee, Brett (B.L.); jhoshino@ford.com; Sanders, Muriel (M.S.)
>> Cc: Jao Jack; hau c. c.; Ting F.K.
>> Subject: Re: U204/J14 3.0L engine stall issue.
>>
>>
>> Muriel :
>>
>> We find one idle unstable condition from our CKD 3.0L vehicle and KCAP
>> J14
>> 3.0L vehicle. Maybe you can test follow below situation.
>> 1. Keep your vehicle in "P" or "N" gear.
>> 2. Let A/C on
>> 3. Let the ECT over 88C
>> 4. Tip in/out several times
>> 5. Apply heavy brake over "Ten" times.
>> When you apply your brake, you will see your "SHRTFT" increase over
>> 30%.
>> 6. Release brake, then turn steering wheel < slight > and release
>> steering
>> wheel.
>> 7. See the RPM situation, RPM will down to 450-500RPM.
>>
>> You can see the attachment file first. One is the WDS file, another is
>> the
>> pic file. I have test the other model vehicles, include U204 2.0L
>> model,
>> no
>> such condition.
>>
>> C.K. Chang
>> Taiwan FLH/LVT
>> Vehicle Test and Development Engineer
>> Mailto: cchang9@ford.com

>>

>>

>> --- Original Message ---

>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>> To: "Chang, Chia Ka" [REDACTED]

>> Sent: Thursday, May 09, 2002 8:35 PM

>> Subject: RE: U204/J14 3.0L engine stall issue.

>>

>>

>>> i am assuming that you have also preformed all the fixes in the ISM

> |

>>> sent. The TSB and ISM relate to stalls that occur on Escapes and

>>> Tributes travelling about 30-45mph on closed throttle decelerations.

>>> This is the first time I have heard about a stall when shifting from

>>> drive to reverse.

>>>

>>>> Muriel Sanders

>>>> U204 3.0L Calibration

>>>> Ford Motor Company

>>>> [REDACTED]

>>>> [REDACTED]

>>>> [REDACTED]

>>>>

>>>

>>>

>>> ---Original Message---

>>> From: [REDACTED]

>>> Sent: Wednesday, May 08, 2002 5:27 AM

>>> To: Sanders, Muriel (M.S.)

>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Muriel :

>>>

>>> Today, we deal with one U204 3.0L engine stall vehicle. The vehicle

>> easy

>>> PCM
>>> with the 2L8A-12A850-BC < latest level > and the millage is 2612km.
> it
>>> occur
>>> on the general road while 40kph driving. When the customer drive to
>> the
>>> garage and shift to "R" gear, it occur again. So, the engine stall
>> occur
>>> 2
>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC is
>>> normal
>>> (34%) and the EVAPVM is normal (0% -> 84% -100% -> 0%). We also
>>> check
>>> the Ground status (normal). We can't find any defect parts by
> follow
>>> the
>>> TSB 02-8-6.
>>>
>>> So, how do you deal with your engine stall vehicle while TSB 02-8-6
>>> can't
>>> fix the issue ? Does the engine stall have any relation about
>>> calibration
>>> problem ? I have seen the ICCD about the NA engine stall issue. It
> is
>>> the
>>> high rate. What do you do ?
>>>
>>> C.K. Chang
>>> Taiwan FLH/LVT
>>> Vehicle Test and Development Engineer
>>> Mailto: [REDACTED]
>>>
>>>
>>> — Original Message —
>>> [REDACTED]
>>> [REDACTED]
>>> [REDACTED]

>>> Sent: Wednesday, May 01, 2002 3:56 AM
>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>>> Attached is the draft of the ISM that will support the TSB. It

>> should

>>>> be submitted by the end of the week.

>>>>

>>>>> Muriel Sanders

>>>>> U204 3.0L Calibration

>>>>> Ford Motor Company

>>>>> [REDACTED]

>>>>> [REDACTED]

>>>>> [REDACTED]

>>>>> [REDACTED]

>>>>

>>>>

>>>> —Original Message—

>>>> From: Dalbo, Bob (R.J.)

>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>> To: Sanders, Muriel (M.S.)

>>>> Cc: Chang, Chia Kai (C.)

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>

>>>> Bob Dalbo

>>>> 3.0L Calibration Supervisor

>>>> Outfitters Calibration, NAT

>>>> [REDACTED]

>>>> [REDACTED]

>>>> [REDACTED]

>>>>

>>>> —Original Message—

>>>> From: [REDACTED]

>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>> To: Dalbo, Bob (R.J.)
>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>> Bob :
>>>>
>>>> From your information, the TSB can fix 85% engine stall issue. So,
>>> there
>>>> are
>>>> another ISM can fix the engine stall issue? Can you support about
>> the
>>>> ISM
>>>> information? We Taiwan FLH need the overall engine stall
>> information
>>>> to
>>>> verify all possible cause. Or, you can tell me the ISM progress.

>>>>
>>>> Best Regards
>>>>
>>>> C.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Melito [REDACTED]
>>>>
>>>>
>>>>
>>>>

>>>> — Original Message —
>>>> From: "Dalbo, Bob (R.J.)" [REDACTED]
>>>> To: "Chang, Chia Kai (C.)" [REDACTED]
>>>> (B.L.)"
>>>> [REDACTED]
>>>> Cc: "Hoshino, Jun (J.)" [REDACTED] "McGee, Brett (B.L.)"
>>>> [REDACTED]
>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>
>>>>> Our current understanding is that TSB 02-8-6 should fix about
> 85%
>> of
>>>>> stalling complaints. There is an ISM in the approval process to
>>>>> address
>>>>> the remaining fraction of stalling complaints not covered by
>> normal
>>>>> diagnostic processes or the TSB.
>>>>>
>>>>> Bob Dalbo
>>>>> 3.0L Calibration Supervisor
>>>>> Outfitters Calibration, NAT
>>>>> Phone: [REDACTED]
>>>>> Pager: [REDACTED]
>>>>>
>>>>>
>>>>> ---Original Message---
>>>>> From: [REDACTED]
>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>> Cc: [REDACTED]; McGee, Brett (B.L.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Bob & McGee:
>>>>>
>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to check
>>> about
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>>>>> steps. Our top manager need to understand, does the TSB 02-8-6
> can
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>>>>> fix the engine stall issue or the effective percentage ?
>>>>> Another question, we have one U204 2.0L vehicle has the similar
>>> engine
>>>>> stall

>>>> Issue, it also happened on the idle status <stop at traffic
> light
>>>,
>>>> But
>>>>> the
>>>>> vehicle has the idle RPM unstable issue, when parking "P" gear,
>> the
>>>> RPM
>>>>> will
>>>>> arise to 2700rpm.
>>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
>>> vehicles
>>>>> are
>>>>> engine stall by our local wiring design issue. (crankshaft
> sensor
>>>> wire
>>>>> shorting) Another one is this idle unstable vehicle. >
>>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>> vehicle.
>>>>> Thx.
>>>>>
>>>>>
>>>>> Best Regards
>>>>> C.K. Chang
>>>>> FLH/LVT
>>>>> Vehicle Test and Development Engineer
>>>>>
>>>>>
>>>>>
>>>>
>>>>

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Temperature Sensitivity

Bob,

Could this be the silver bullet fix for the stalls concern? (PS - I just got the TSB this morning.)

Steve Lintiacco
Mazda North American Operations
Tribute Product Support
[REDACTED]

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

From: Dalbo, Bob (R.J.) [REDACTED]
Sent: Tuesday, April 23, 2002 9:22 AM
To: Lintiacco, Steven (S.)
Cc: Sanders, Muriel (M.S.)
Subject: FW: Temperature Sensitivity

Steve,
Per our discussion last night.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: [REDACTED]
Pager: [REDACTED]

> -----Original Message-----

> **From:** Freeland, Mark (M.)
> **Sent:** Monday, April 22, 2002 6:43 PM
> **To:** Dalbo, Bob (R.J.)
> **Subject:** RE: Temperature Sensitivity

>
> Bob,
> According to the literature, it should be easier to get a CMOS device to go into a SCR latch at higher temperatures.

> Regards

> Mark Freeland
>
> [REDACTED]

> [REDACTED]
> Dearborn, MI 48121-2053 USA

> [REDACTED]
> -----Original Message-----
> From: Dalbo, Bob (R.J.)
> Sent: Monday, April 22, 2002 5:49 PM
> To: Freeland, Mark (M.)
> Subject: Temperature Sensitivity

> Mark,
> How does temperature affect the Kavlico DPF sensor's noise sensitivity?

> Bob Dalbo
> 3.0L Calibration Supervisor
> Outfitters Calibration, NAT

From: Dalbo, Bob (R.J.)
Sent: Tuesday, April 23, 2002 12:22 PM
To: Limlaco, Steven (S.)
Cc: Sanders, Murtel (M.S.)
Subject: FW: Temperature Sensitivity

Steve,
Per our discussion last night.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, NAT

-----Original Message-----
From: Freeland, Mark (M.)
Sent: Monday, April 22, 2002 6:43 PM
To: Dalbo, Bob (R.J.)
Subject: RE: Temperature Sensitivity

Bob,
According to the literature, it should be easier to get a CMOS device to go into a SCR latch at higher temperatures.

Regards

Mark Freeland

[REDACTED]
Dearborn, MI 48121-2053 USA
[REDACTED]

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Monday, April 22, 2002 5:49 PM
To: Freedland, Mark (M.)
Subject: Temperature Sensitivity

Mark,
How does temperature affect the Kavlico DPFE sensor's noise sensitivity?

Bob Dalbo

3.0L Calibration Supervisor
Outfiters Calibration, NAT
[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 06, 2002 5:27 AM
To: Sanders, Muriel (M.S.)
Cc: heu c. c.; Dalbo, Bob (R.J.)
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel :

Today, we deal with one U204 3.0L engine stall vehicle. The vehicle has PCM with the 2L8A-12A650-BC < latest level > and the mileage is 2612km. It occurs on the general road while 40kph driving. When the customer drives to the garage and shifts to "R" gear, it occurs again. So, the engine stalls occur 2 times. We follow the TSB 02-8-6 to check "step by step", the IAC is normal (34%) and the EVAPVM is normal (0% -> 84% ~100% -> 0%). We also check the Ground status (normal). We can't find any defect parts by following the TSB 02-8-6.

So, how do you deal with your engine stall vehicle while TSB 02-8-6 can't fix the issue? Does the engine stall have any relation about calibration problem? I have seen the ICCD about the NA engine stall issue. It is the high rate. What do you do?

C.K. Chang
Taiwan FLH/LVT
Vehicle Test and Development Engineer
Mailto: [REDACTED]

— Original Message —

From: "Sanders, Muriel (M.S.)" [REDACTED]
To: "Chang, Chia Kai (C.)" [REDACTED]
Cc: "Dalbo, Bob (R.J.)" [REDACTED]
Sent: Wednesday, May 01, 2002 3:56 AM
Subject: RE: U204/J14 3.0L engine stall issue.

> Attached is the draft of the ISM that will support the TSB. It should

> be submitted by the end of the week.

>

> > Muriel Sanders

> > U204 3.0L Calibration

> > Ford Motor Company

> >

> >

> >

> >

>

>

> ~~Original Message~~

> From: Dalbo, Bob (R.J.)

> Sent: Tuesday, April 30, 2002 2:03 PM

> To: Sanders, Muriel (M.S.)

> Cc: Chang, Chia Kai (C.)

> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

> Please provide status of the stall ISM to Mr. Chang.

>

> Bob Dalbo

> 3.0L Calibration Supervisor

> Outfitters Calibration, NAT

> Phone:

> Pager:

>

>

> ~~Original Message~~

> From:

> Sent: Tuesday, April 30, 2002 12:53 AM

> To: Dalbo, Bob (R.J.)

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Bob :

>

> From your information, the TSB can fix 85% engine stall issue. So, there
> are
> another ISM can fix the engine stall issue? Can you support about the
> ISM
> information? We Taiwan FLH need the overall engine stall information to
> verify all possible cause. Or, you can tell me the ISM progress.

>
> Best Regards

>
> C.K. Chang
> FLH/LVT
> Vehicle Test and Development Engineer
> Maitto: [REDACTED]

>
>
>
>
> — Original Message —

> From: "Dalbo, Bob (R.J.)" [REDACTED]
> To: "Chang, Chia Kai (C.)" [REDACTED]; "McGee, Brett (B.L.)"
[REDACTED]
> Cc: "Hoshino, Jun (J.)" [REDACTED]; "McGee, Brett (B.L.)"
[REDACTED]

> Sent: Tuesday, April 30, 2002 4:50 AM
> Subject: RE: U204/J14 3.0L engine stall issue.

>
>
> > Our current understanding is that TSB 02-8-6 should fix about 85% of
> > stalling complaints. There is an ISM in the approval process to
> > address
> > the remaining fraction of stalling complaints not covered by normal
> > diagnostic processes or the TSB.

> >
> > Bob Dalbo
> > 3.0L Calibration Supervisor
> > Outfitters Calibration, NAT

> > [REDACTED]

> [REDACTED]

>>

>>

>> —Original Message—

>> From: cchang@ [REDACTED]

>> Sent: Monday, April 29, 2002 8:02 AM

>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)

>> Cc: [REDACTED] McGee, Brett (B.L.)

>> Subject: Re: U204/J14 3.0L engine stall issue.

>>

>>

>> Bob & McGee:

>>

>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask us to check about

>> 8

>> steps. Our top manager need to understand, does the TSB 02-8-6 can

>> effective

>> fix the engine stall issue or the effective percentage ?

>> Another question, we have one U204 2.0L vehicle has the similar engine

>> stall

>> issue, it also happened on the Idle status <stop at traffic light >.

>> But

>> the

>> vehicle has the idle RPM unstable issue, when parking "P" gear, the

>> RPM

>> will

>> arise to 2700rpm.

>> < For you reference, we have 7 U204 2.0L vehicle, there are 6 vehicles

>> are

>> engine stall by our local wiring design issue. (crankshaft sensor

>> wire

>> shorting) Another one is this Idle unstable vehicle. >

>> Please feedback to me ASAP. We have to deal with Taiwan U204 vehicle.

>> Thx.

>>

>>

>> Best Regards

>> C.K. Chang
>> FLH/LVT
>> Vehicle Test and Development Engineer
>>
>>
>>
>
>

From: Hoshino, Jun (J.)
Sent: Monday, May 13, 2002 6:28 AM
To: Chang, Chia Kai (C.)
Cc: Sanders, Muriel (M.S.); McGee, Brett (B.L.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai, I will try FCSD vehicle, but is this actual customer usage?
What was the customer engine stall situation/condition? while parking maneuver?

By the way, How is your durability vehicle? I hope to here good news from you (no engine stall!).

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603. Fax: 81-82-287-5220

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

From: [REDACTED]
Sent: Monday, May 13, 2002 1:35 PM
To: [REDACTED]
Subject: Fw: U204/J14 3.0L engine stall issue.

Hoshino san :

Can you test U204 3.0L vehicle follow this process ?

C.K. Chang
Taiwan FLH/LVT
Vehicle Test and Development Engineer

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

From: "Sanders, Muriel (M.S.)" [REDACTED]
To: "Chang, Chia Kai (C.)" [REDACTED]

Sent: Saturday, May 11, 2002 3:41 AM

Subject: RE: U204/J14 3.0L engine stall issue.

> Mr. Chang,

>

> I tried the sequence you listed below on a couple of our vehicles today.

> I did not have any idle dips or high "SHRIFT" during or after the test.

> Did this only happen on 1 vehicle? If so, I would check the MAF sensor

> gasket. There are now several reports (both Mazda and Ford) of MAF

> sensor gaskets not installed correctly or missing in some cases.

>

> > Muriel Sanders

> > U204 3.0L Calibration

> > Ford Motor Company

> >

> >

> >

> >

>

>

> ---Original Message---

> From:

> Sent: Friday, May 10, 2002 4:24 AM

> To: McGee, Brett (B.L. [REDACTED]) Sanders, Muriel (M.S.)

> Cc: Jao Jack; hsu c. c.; Ting F.K.

> Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Muriel :

>

> We find one idle unstable condition from our CKD 3.0L vehicle and KCAP

> J14

> 3.0L vehicle. Maybe you can test follow below situation,

> 1. Keep your vehicle in "P" or "N" gear.

> 2. Let A/C on

> 3. Let the ECT over 88C

- > 4. Tip in/out several times
- > 5. Apply heavy brake over "Ten" times.
- > When you apply your brake, you will see your "SHRTFT" increase over 30%.
- > 6. Release brake, then turn steering wheel < slight , half-circle> and release
- > steering
- > wheel.
- > 7. See the RPM situation, RPM will down to 450~500RPM.

- >
- > You can see the attachment file first. One is the WDS file, another is
- > the
- > pic file. I have test the other model vehicles, include U204 2.0L model,
- > no
- > such condition.

- >
- > C.K. Chang
- > Taiwan FLH/LVT
- > Vehicle Test and Development Engineer
- > Mailto: [REDACTED]

- >
- >
- > ----- Original Message -----

- > From: "Sanders, Muriel (M.S.)" [REDACTED]
- > To: "Chang, Chia Kai (C.)" [REDACTED]
- > Sent: Thursday, May 09, 2002 8:35 PM
- > Subject: RE: U204/J14 3.0L engine stall issue.

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- >> I am assuming that you have also preformed all the fixes in the ISM I
- >> sent. The TSB and ISM relate to stalls that occur on Escapes and
- >> Tributes traveling about 30-45mph on closed throttle decelerations.
- >> This is the first time I have heard about a stall when shifting from
- >> drive to reverse.
- >>
- >>> Muriel Sanders
- >>> U204 3.0L Calibration
- >>> Ford Motor Company

> > [REDACTED]
> > [REDACTED]
> > [REDACTED]
> > [REDACTED]
> > [REDACTED]
> > [REDACTED]
> > [REDACTED]

> > ~~Original Message~~

> > From: cchang9 [REDACTED]
> > Sent: Wednesday, May 08, 2002 5:27 AM
> > To: Sanders, Muriel (M.S.)
> > Cc: hsu c. c.; Dalbo, Bob (R.J.)
> > Subject: Re: U204/J14 3.0L engine stall issue.

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> > Muriel :

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> > Taiwan FLH/LVT
> > Vehicle Test and Development Engineer
> > Mailto: [REDACTED]

> >
> >

> > ----- Original Message -----

> > From: "Sanders, Muriel (M.S.)" [REDACTED]
> > To: "Chang, Chia Kal (C.)" [REDACTED]
> > Cc: "Dalbo, Bob (R.J.)" [REDACTED]
> > Sent: Wednesday, May 01, 2002 3:56 AM
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> > > > Muriel Sanders
> > > > U204 3.0L Calibration
> > > > Ford Motor Company

> > > > [REDACTED]
> > > > [REDACTED]
> > > > [REDACTED]
> > > >

> > >

> > >

> > > -----Original Message-----

> > > From: Dalbo, Bob (R.J.)
> > > Sent: Tuesday, April 30, 2002 2:03 PM
> > > To: Sanders, Muriel (M.S.)
> > > Cc: Chang, Chia Kal (C.)

>>> Subject: RE: U204/J14 3.0L engine stall issue.
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>>>
>>> Please provide status of the stall ISM to Mr. Chang.

>>>
>>> Bob Dalbo
>>> 3.0L Calibration Supervisor
>>> Outfitters Calibration, NAT

>>> [REDACTED]
>>> [REDACTED]
>>> [REDACTED]

>>> —Original Message—

>>> From: cchang@ [REDACTED]
>>> Sent: Tuesday, April 30, 2002 12:53 AM
>>> To: Dalbo, Bob (R.J.)
>>> Subject: Re: U204/J14 3.0L engine stall issue.

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>>>

>>> C.K. Chang

>>> FLH/LVT

>>> Vehicle Test and Development Engineer

>>> Mailto: [REDACTED]

>>>

>>>

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>>> — Original Message —

>>> From: "Dalbo, Bob (R.J.)" [REDACTED]

>>> To: "Chang, Chia Kai (C.)" [REDACTED] "McGee, Brett (B.L.)"

>>> [REDACTED]

>>> Cc: "Hoshino, Jun (J.)" [REDACTED] "McGee, Brett (B.L.)"

>>> [REDACTED]

>>> Sent: Tuesday, April 30, 2002 4:50 AM

>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

>>>

>>>> Our current understanding is that TSB 02-8-8 should fix about 85%

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>>>> stalling complaints. There is an ISM in the approval process to

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>>>>

>>>> Bob Dalbo

>>>> 3.0L Calibration Supervisor

>>>> Outfitters Calibration, NAT

>>>> [REDACTED]

>>>> [REDACTED]

>>>> [REDACTED]

>>>>

>>>> —Original Message—

>>>> From: [REDACTED]

>>>> Sent: Monday, April 29, 2002 8:02 AM

>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)

>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)

>>>> Subject: Re: U204/J14 3.0L engine stall issue.

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>>>> Bob & McGee:
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>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to check
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>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
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>>>> Thx.
>>>>
>>>>
>>>> Best Regards
>>>> C.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>>

✓ ✓ ✓ ✓
✓ ✓ ✓ ✓
✓ ✓ ✓
✓ ✓ ✓

From: Sanders, Muriel (M.S.)
Sent: Monday, May 13, 2002 3:08 PM
To: Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

There is a newer calibration than the one you gave (2L8A-12A650-BD). This would be the stall robustness calibration.

I tried a couple more vehicles today. I was able to duplicate your problem, but it was on a vehicle without the latest stall robustness calibration. The RPM didn't drop every time I did the sequence. The vehicles with the newest calibration did not any problems. Try updating your calibration and let me know if you still have the same situation.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company

>
>
>
>
>

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

From: cchang9 [REDACTED]
Sent: Monday, May 13, 2002 12:33 AM
To: [REDACTED] Sanders, Muriel (M.S.)
Cc: hsu c. c.
Subject: Re: U204/J14 3.0L engine stall issue.

Muriel :

Rally, you have the normal idle situation. I have tried the three vehicle. < one is customer complain engine stall vehicle, the other is new CKD vehicle > All of the vehicle have the same situation of idle dips. Our PCM level is 2L8A-12A650-BC. Which level is your vehicle assy ? I will check more, if any more information, I will let you know. Thx.

By the way, I guess there is "another" air flow into the Intake manifold < not pass through the MAF >. When I apply brake, it make the "SHRTFT" become high. When we release the brake, there are not "another" air flow. So, we suppose that "SHRTFT" increase to enrich fuel due to some air from booster makes lean combustion. Then, the engine is on rich fuel condition, if we release brake and apply PAS a little, additional load may cause engine stall casually. Up to now, we haven't tried out the engine stall condition,

but
engine may down to 450rpm.

Besides, would you please provide us the relationship between TPS & MAF.
We
can check these data by WDS.

Best Regards.
C.K. Chang
Taiwan FLH/LVT
Vehicle Test and Development Engineer

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

From: "Sanders, Muriel (M.S.)" [REDACTED]
To: "Chang, Chia Kai (C.)" [REDACTED]
Sent: Saturday, May 11, 2002 3:41 AM
Subject: RE: U204/J14 3.0L engine stall issue.

> Mr. Chang,
>
> I tried the sequence you listed below on a couple of our vehicles
> today.
> I did not have any idle dips or high "SHRTFT" during or after the
> test.
> Did this only happen on 1 vehicle? If so, I would check the MAF
> sensor
> gasket. There are now several reports (both Mazda and Ford) of MAF
> sensor gaskets not installed correctly or missing in some cases.
>
>> Muriel Sanders
>> U204 3.0L Calibration
>> Ford Motor Company

[REDACTED]

> -----Original Message-----

> From: [REDACTED]
> Sent: Friday, May 10, 2002 4:24 AM
> To: McGee, Brett (B.L.); [REDACTED] Sanders, Muriel (M.S.)
> Cc: Jao Jack; hsu c. c.; Ting F.K.
> Subject: Re: U204/J14 3.0L engine stall issue.

> Muriel :
>
> We find one idle unstable condition from our CKD 3.0L vehicle and KCAP
> J14
> 3.0L vehicle. Maybe you can test follow below situation,
> 1. Keep your vehicle in "P" or "N" gear.
> 2. Let A/C on
> 3. Let the ECT over 88C
> 4. Tip in/out several times
> 5. Apply heavy brake over "Ten" times.
> When you apply your brake, you will see your "SHRTFT" increase over
> 30%.

> > garage and shift to "R" gear, it occur again. So, the engine stall
> occur
> > 2
> > times. We follow the TSB 02-8-6 to check "step by step", the IAC is
> > normal
> > (34%) and the EVAPVM is normal (0% -> 84% -100% -> 0%). We also
> > check
> > the Ground status (normal). We can't find any defect parts by
follow
> > the
> > TSB 02-8-6.
> >
> > So, how do you deal with your engine stall vehicle while TSB 02-8-6
> > can't
> > fix the issue ? Does the engine stall have any relation about
> > calibration
> > problem ? I have seen the ICCD about the NA engine stall issue. It
is
> > the
> > high rate. What do you do ?
> >
> > C.K. Chang
> > Taiwan FLH/LVT
> > Vehicle Test and Development Engineer
> > Mailto: [REDACTED]

> > ----- Original Message -----
> > From: "Sanders, Muriel (M.S.)" [REDACTED]
> > To: "Chang, Chia Kai (C.)" [REDACTED]
> > Cc: "Dalbo, Bob (R.J.)" [REDACTED]
> > Sent: Wednesday, May 01, 2002 3:56 AM
> > Subject: RE: U204/J14 3.0L engine stall issue.

> > > Attached is the draft of the ISM that will support the TSB. It
> > should
> > > be submitted by the end of the week.

> > > > Muriel Sanders
> > > > U204 3.0L Calibration
> > > > Ford Motor Company

> > > -----Original Message-----
> > > From: Dalbo, Bob (R.J.)
> > > Sent: Tuesday, April 30, 2002 2:03 PM
> > > To: Sanders, Muriel (M.S.)
> > > Cc: Chang, Chia Kai (C.)
> > > Subject: RE: U204/J14 3.0L engine stall issue.

> > > Please provide status of the stall ISM to Mr. Chang.
> > >
> > > Bob Dalbo

> > > 3.0L Calibration Supervisor
> > > Outfitters Calibration, NAT

> > > -----Original Message-----

> > > From: [REDACTED]
> > > Sent: Tuesday, April 30, 2002 12:53 AM
> > > To: Dalbo, Bob (R.J.)
> > > Subject: Re: U204/J14 3.0L engine stall issue.

> > > Bob :
> > > From your information, the TSB can fix 85% engine stall issue. So,
> > > there
> > > are
> > > another ISM can fix the engine stall issue! Can you support about
> > > the
> > > ISM
> > > information ? We Taiwan FLH need the overall engine stall
> > > information
> > > to
> > > verify all possible cause. Or, you can tell me the ISM progress.

> > > Best Regards

> > > C.K. Chang
> > > FLH/LVT
> > > Vehicle Test and Development Engineer
> > > Mailto: cchang9@ford.com

> > > ----- Original Message -----

> > > From: "Dalbo, Bob (R.J.)" [REDACTED]
> > > To: "Chang, Chia Kai (C.)" [REDACTED]; "McGee, Brett
> > > (B.L.)"

> > > Cc: "Hoshino, Jun (J.)" [REDACTED]; "McGee, Brett (B.L.)"
> > > [REDACTED]
> > > Sent: Tuesday, April 30, 2002 4:50 AM
> > > Subject: RE: U204/J14 3.0L engine stall issue.

> > > > Our current understanding is that TSB 02-8-6 should fix about
> > > 85%
> > > of
> > > > stalling complaints. There is an ISM in the approval process to
> > > address
> > > > the remaining fraction of stalling complaints not covered by
> > > normal
> > > > diagnostic processes or the TSB.

> > > > Bob Dalbo
> > > > 3.0L Calibration Supervisor
> > > > Outfitters Calibration, NAT

From: [REDACTED]
Sent: Monday, May 13, 2002 10:50 PM
To: Sanders, Muriel (M.S.); Hoshino, Jun (J.)
Cc: [REDACTED]; McGee, Brett (B.L.)
Subject: Re: U204/J14 3.0L engine stall issue.



RE: U204/J14 3.0L
engine stall...



5m13d.jpg



WDS_SeatonArchive
-#1088888-0...

Muriel & Hoshino san :

The customer complain vehicle about engine stall is :

VIN: 400528C U204 3.0L vehicle

Milage: 2616km < occur engine stall >

Engine stall description :

May/7/2002 Morning, Engine stall while 40kph driving on general road < pedal released > May/7/2002 Afternoon, Engine stall while tip in/out at "N" gear then apply brake and shifting "R" gear. The vehicle can re-start..

The PCM level is 2L8A-12A850-BC.

5/13/2002

I conduct the test drive on VIN: 400528C < 2L8A-12A850-BC > about 20kph cruising in FLH. I record one idle dips <225rpm, no engine stall> condition by WDS. The attachment file you can see first. < Include jpg file and WDS file > The idle dips condition occur on the wave road and the velocity is keeping 20kph.

5/14/2002

From Muriel message< attachment mail>, I update the PCM software on VIN: 400528C as 2L8A-12A850-BD. I measure the idle dips condition by apply brake method. The vehicle also have the idle dips to 463rpm. Now, I conduct the test drive in FLH about 20kph cruising, no idle dip occur.

Hoshino san :

About my dura vehicle, there are no engine stall occur after I update the PCM level to 1L8A-12A850-AZB and clean the carbon. Now, we have test drive about 8000km. I can't clearly point out does the PCM or carbon are root cause ?

Muriel :

Does all of your vehicle easy with the 2L8A-12A650-BD level PCM ? From the WERS information the BD level is for modifying the VMAX values on 2003MY U204 PCM. But the BC level is for solving phantom engine stall issue. What I say is right ?

Best Regards

C.K. Chang

Taiwan FLH/LVT

Vehicle Test and Development Engineer

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

From: "Hoshino, Jun (J.)" [REDACTED]

To: "Chang, Chia Kai (C.)" [REDACTED]

Cc: "Sanders, Muriel (M.)" [REDACTED]; "McGee, Brett (B.L.)" [REDACTED]

Sent: Monday, May 13, 2002 6:27 PM

Subject: RE: U204/J14 3.0L engine stall issue.

- > Chia Kai, I will try FCSD vehicle, but is this actual customer usage?
- > What was the customer engine stall situation/condition? while parking
- > maneuver?
- >
- > By the way, How is your durability vehicle? I hope to here good news
- > from you (no engine stall!).
- >
- > Jun Hoshino
- > RHD Escape/Maverick FCSD PVT Program Manager
- > PVT & Field Support, Vehicle Service & Programs
- > Hiroshima Japan Tel: [REDACTED]
- >

>
>

> ~~Original Message~~

> From: [REDACTED]
> Sent: Monday, May 13, 2002 1:35 PM
> To: [REDACTED]
> Subject: Fw: U204/J14 3.0L engine stall issue.

>
>

> Hoshino san :

>

> Can you test U204 3.0L vehicle follow this process ?

>

> C.K. Chang
> Taiwan FLH/LVT
> Vehicle Test and Development Engineer

>
>

> ~~Original Message~~

> From: "Sanders, Muriel (M.S.)" [REDACTED]
> To: "Chang, Chia Kai (C.)" [REDACTED]
> Sent: Saturday, May 11, 2002 3:41 AM
> Subject: RE: U204/J14 3.0L engine stall issue.

>
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>> Mr. Chang,

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>> I tried the sequence you listed below on a couple of our vehicles
>> today.

>> I did not have any idle dips or high "SHRTFT" during or after the
>> test.

>> Did this only happen on 1 vehicle? If so, I would check the MAF
>> sensor

>> gasket. There are now several reports (both Mazda and Ford) of MAF
>> sensor gaskets not installed correctly or missing in some cases.

>>

>>> Muriel Sanders

>>> U204 3.0L Calibration

>>> Ford Motor Company

>>>

>>>

>>>

>>>

>>

>>

>> —Original Message—

>> From:

>> Sent: Friday, May 10, 2002 4:24 AM

>> To: McGee, Brett (B.L.); Sanders, Muriel (M.S.)

>> Cc: Jao Jack; hsu c. c.; Ting F.K.

>> Subject: Re: U204/J14 3.0L engine stall issue.

>>

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>> Muriel :

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>> J14

>> 3.0L vehicle. Maybe you can test follow below situation,

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>> 2. Let A/C on

>> 3. Let the ECT over 88C

>> 4. Tip in/out several times

>> 5. Apply heavy brake over "Ten" times.

>> When you apply your brake, you will see your "SHRTFT" increase over

> 30%.

>> 6. Release brake, then turn steering wheel < slight , half-circle> and

> release

>> steering

>> wheel.

>> 7. See the RPM situation, RPM will down to 450-500RPM.

>>

>> You can see the attachment file first. One is the WDS file, another is

>> the

>> pic file. I have test the other model vehicles, include U204 2.0L

> model,
>> no
>> such condition.
>>
>> C.K. Chang
>> Taiwan FLH/LVT
>> Vehicle Test and Development Engineer
>> Mailto: [REDACTED]
>>
>>

>> — Original Message —

>> From: "Sanders, Muriel (M.S.)" [REDACTED]
>> To: "Chang, Chia Kai (C.)" [REDACTED]
>> Sent: Thursday, May 09, 2002 8:35 PM
>> Subject: RE: U204/J14 3.0L engine stall issue.

>>
>>

>>> I am assuming that you have also preformed all the fixes in the ISM
> |

>>> sent. The TSB and ISM relate to stalls that occur on Escapes and
>>> Tributes travelling about 30-45mph on closed throttle decelerations.
>>> This is the first time I have heard about a stall when shifting from
>>> drive to reverse.

>>>

>>>> Muriel Sanders
>>>> U204 3.0L Calibration
>>>> Ford Motor Company

>>> [REDACTED]
>>> [REDACTED]
>>> [REDACTED]

>>>>

>>>

>>>

>>> —Original Message—

>>> From: [REDACTED]
>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>> To: Sanders, Muriel (M.S.)

>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>
>>>
>>> Muriel :
>>>
>>> Today, we deal with one U204 3.0L engine stall vehicle. The vehicle
>> asy
>>> PCM
>>> with the 2L8A-12A850-BC < latest level > and the milage is 2612km.
> It
>>> occur
>>> on the general road while 40kph driving. When the customer drive to
>> the
>>> garage and shift to "R" gear, it occur again. So, the engine stall
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>>> times. We follow the TSB 02-8-6 to check "step by step", the IAC is
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>>> (34%) and the EVAPVM is normal (0% -> 84% -100% -> 0%). We also
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>>> So, how do you deal with your engine stall vehicle while TSB 02-8-6
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>>> fix the issue ? Does the engine stall have any relation about
>>> calibration
>>> problem ? I have seen the ICCD about the NA engine stall issue. It
> is
>>> the
>>> high rate. What do you do ?
>>>
>>> C.K. Chang
>>> Taiwan FLH/LVT

>>> Vehicle Test and Development Engineer

>>> Mailto: [REDACTED]@m

>>>

>>>

>>> --- Original Message ---

>>> From: "Sanders, Muriel (M.S.)" [REDACTED]

>>> To: "Chang, Chia Kai (C.)" [REDACTED]

>>> Cc: "Dalbo, Bob (R.J.)" [REDACTED]

>>> Sent: Wednesday, May 01, 2002 3:56 AM

>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>

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>>>> Attached is the draft of the ISM that will support the TSB. It

>> should

>>>> be submitted by the end of the week.

>>>>

>>>>> Muriel Sanders

>>>>> U204 3.0L Calibration

>>>>> Ford Motor Company

>>>>> [REDACTED]

>>>>>

>>>>>

>>>>>

>>>>> ---Original Message---

>>>>> From: Dalbo, Bob (R.J.)

>>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>>> To: Sanders, Muriel (M.S.)

>>>>> Cc: Chang, Chia Kai (C.)

>>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>>

>>>>>

>>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>>

>>>>> Bob Dalbo

>>>>> 3.0L Calibration Supervisor

>>> Outfitters Calibration, NAT

>>> [REDACTED]

>>> [REDACTED]

>>>

>>>

>>> ~~Original Message~~

>>> From: [REDACTED]

>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>> To: Dalbo, Bob (R.J.)

>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Bob :

>>>

>>> From your information, the TSB can fix 85% engine stall issue. So,

>>> there

>>> are

>>> another ISM can fix the engine stall issue? Can you support about

>> the

>>> ISM

>>> information? We Taiwan FLH need the overall engine stall

>> information

>>> to

>>> verify all possible cause. Or, you can tell me the ISM progress.

>>>

>>> Best Regards

>>>

>>> C.K. Chang

>>> FLH/LVT

>>> Vehicle Test and Development Engineer

>>> Mailto: [REDACTED]

>>>

>>>

>>>

>>>

>>> ~~Original Message~~

>>> From: "Dalbo, Bob (R.J.)" [REDACTED]

>>>> To: "Chang, Chia Kai (C.) [REDACTED]" "McGee, Brett
> (B.L.)"
>>>> [REDACTED]
>>>> Cc: "Hoshino, Jun (J.) [REDACTED]" "McGee, Brett (B.L.)"
>>>> [REDACTED]
>>>> Sent: Tuesday, April 30, 2002 4:50 AM
>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>
>>>>
>>>>> Our current understanding is that TSB 02-8-6 should fix about
> 85%
>> of
>>>>> stalling complaints. There is an ISM in the approval process to
>>>>> address
>>>>> the remaining fraction of stalling complaints not covered by
>> normal
>>>>> diagnostic processes or the TSB.
>>>>>
>>>>> Bob Dalbo
>>>>> 3.0L Calibration Supervisor
>>>>> Outfitters Calibration, NAT
>>>>> [REDACTED]
>>>>> [REDACTED]
>>>>>
>>>>>
>>>>> -----Original Message-----
>>>>> From: cchang9 [REDACTED]
>>>>> Sent: Monday, April 29, 2002 8:02 AM
>>>>> To: Dalbo, Bob (R.J.); McGee, Brett (B.L.)
>>>>> Cc: [REDACTED] McGee, Brett (B.L.)
>>>>> Subject: Re: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Bob & McGee:
>>>>>
>>>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to check
>>> about

>>>> 8
>>>> steps. Our top manager need to understand, does the TSB 02-8-6
> can
>>>> effective
>>>> fix the engine stall issue or the effective percentage ?
>>>> Another question, we have one U204 2.0L vehicle has the similar
>>> engine
>>>> stall
>>>> issue, it also happened on the idle status <stop at traffic
> light
>>>.
>>>> But
>>>> the
>>>> vehicle has the Idle RPM unstable issue, when parking "P" gear,
>> the
>>>> RPM
>>>> will
>>>> arise to 2700rpm.
>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6
>>> vehicles
>>>> are
>>>> engine stall by our local wiring design issue. (crankshaft
> sensor
>>>> wire
>>>> shorting) Another one is this idle unstable vehicle. >
>>>> Please feedback to me ASAP. We have to deal with Taiwan U204
>>> vehicle.
>>>> Thx.
>>>>
>>>>
>>>> Best Regards
>>>> C.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>>
>>>>
>>>>

>>>>
>>>>

From: Hoshino, Jun (J.)
Sent: Tuesday, May 14, 2002 5:48 AM
To: Chang, Chia Kal (C.); Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, F k (F.); Jan, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kal,

Today I have visited Ford Dealer and verified your concern on dealer demo vehicle and FCSD vehicle.

Dealer demo vehicle:

Mirage: 376km (235ml)

Calibration: 1L8U-GE (NO stall robustness calibration)

IAC at P range with no load: 34.38%

The lowest drop RPM: 530rpm

FCSD vehicle:

Mirage: 17451km (10807ml)

Calibration: 1L7A-BCB (stall robustness calibration)

IAC at P range with no load: 38.67. %

The lowest drop RPM: 490rpm

I have experienced RPM drop when I tried the sequence (while SHRTFTs were over 30%) on both vehicles.

I also tried on D/N range, but not so dropped.

Muriel,

According to today's verification, FCSD vehicle have similar condition (RPM drop) with Taiwan on latest calibration (I have reprogrammed FCSD vehicle to latest level a month ago). However I have never been experienced any engine stall so far(I have been driving this vehicle in January '01).

So, the sequence is unlikely customer's usage, do you think this phenomenon induces engine stall condition?

If yes, we need stall robust robustness at parking maneuver.

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel [REDACTED]

— Original Message —

From: "Sanders, Muriel (M.S.)" [REDACTED]
To: "Chang, Chia Kai (C.)" [REDACTED]
Sent: Tuesday, May 14, 2002 3:08 AM
Subject: RE: U204/J14 3.0L engine stall issue.

> There is a newer calibration than the one you gave (2L8A-12A650-BD).
> This would be the stall robustness calibration.
>
> I tried a couple more vehicles today. I was able to duplicate your
> problem, but it was on a vehicle without the latest stall robustness
> calibration. The RPM didn't drop every time I did the sequence. The
> vehicles with the newest calibration did not any problems. Try
> updating your calibration and let me know if you still have the same
> situation.

>
> > Muriel Sanders
> > U204 3.0L Calibration
> > Ford Motor Company

> [REDACTED]
> [REDACTED]
> [REDACTED]
> [REDACTED]

> -----Original Message-----

> From: [REDACTED]
> Sent: Monday, May 13, 2002 12:33 AM
> To: [REDACTED] Sanders, Muriel (M.S.)
> Cc: hsu c. c.
> Subject: Re: U204/J14 3.0L engine stall issue.

> Muriel :

> Rally, you have the normal idle situation. I have tried the three
> vehicle. <

> one is customer complain engine stall vehicle, the other is new CKD
> vehicle
> > All of the vehicle have the same situation of Idle dips. Our PCM level
> is
> 2L8A-12A650-BC. Which level is your vehicle assy ?
> I will check more, if any more information, I will let you know. Thx.
>
> By the way, I guess there is "another" air flow into the Intake manifold
> <
> not pass through the MAF >. When I apply brake, It make the "SHRTFT"
> become
> high. When we release the brake, there are not "another" air flow. So,
> we
> suppose that "SHRTFT" increase to enrich fuel due to some air from
> booster
> makes lean combustion. Then, the engine is on rich fuel condition, If we
> release brake and apply PAS a little, additional load may cause engine
> stall
> casually. Up to now, we haven't tried out the engine stall condition,
> but
> engine may down to 450rpm.
>
> Besides, would you please provide us the relationship between TPS & MAF.
> We
> can check these data by WDS.
>
> Best Regards.
> C.K. Chang
> Taiwan FLH/LVT
> Vehicle Test and Development Engineer
>
> — Original Message —
> From: "Sanders, Muriel (M.S.)" [REDACTED]
> To: "Chang, Chia Kai (C.)" [REDACTED]
> Sent: Saturday, May 11, 2002 3:41 AM
> Subject: RE: U204/J14 3.0L engine stall issue.
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>> Mr. Chang,
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>> gasket. There are now several reports (both Mazda and Ford) of MAF
>> sensor gaskets not installed correctly or missing in some cases.

>>
>>> Muriel Sanders
>>> U204 3.0L Calibration
>>> Ford Motor Company

>>> [REDACTED]
>>> [REDACTED]
>>> [REDACTED]
>>>

>>

>>

>> —Original Message—

>> From: [REDACTED]
>> Sent: Friday, May 10, 2002 4:24 AM
>> To: McGee, Brett (B.L.) [REDACTED] Sanders, Muriel (M.S.)
>> Cc: Jao Jack; hau c. c.; Ting F.K.
>> Subject: Re: U204/J14 3.0L engine stall issue.

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> > C.K. Chang
> > Taiwan FLH/LVT
> > Vehicle Test and Development Engineer
> > Mailto: [REDACTED]

> > --- Original Message ---

> > From: "Sanders, Muriel (M.S.)" [REDACTED]
> > To: "Chang, Chia Kai (C.)" [REDACTED]
> > Sent: Thursday, May 09, 2002 8:35 PM
> > Subject: RE: U204/J14 3.0L engine stall issues.

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> > > Tributes travelling about 30-45mph on closed throttle decelerations.
> > > This is the first time I have heard about a stall when shifting from
> > > drive to reverse.

> > > Muriel Sanders

>>> U204 3.0L Callbration
>>> Ford Motor Company
>>> Phone: 313-32-27307
>>> Fax: 313-32-31788
>>> E-mail: msander6@ford.com

>>>
>>>
>>>

>>> ~~Original Message~~

>>> From: cchang9 [mailto:cchang9@ford.com]
>>> Sent: Wednesday, May 08, 2002 5:27 AM
>>> To: Sanders, Muriel (M.S.)
>>> Cc: hsu c. c.; Dalbo, Bob (R.J.)
>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>
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>>>
>>> C.K. Chang
>>> Taiwan FLHLVT
>>> Vehicle Test and Development Engineer
>>> Mailto: cchang9@ford.com

>>>

>>>

>>> — Original Message —

>>> From: "Sanders, Muriel (M.S.)" <msander6@ford.com>

>>> To: "Chang, Chia Kal (C.)" <cchang9@ford.com>

>>> Cc: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>> Sent: Wednesday, May 01, 2002 3:56 AM

>>> Subject: RE: U204/J14 3.0L engine stall issue.

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>>>>> Muriel Sanders

>>>>> U204 3.0L Calibration

>>>>> Ford Motor Company

>>>>> Phone: 313-32-27307

>>>>> Fax: 313-32-31786

>>>>> E-mail: msander6@ford.com

>>>>>

>>>>>

>>>>>

>>>> —Original Message—

>>>> From: Dalbo, Bob (R.J.)

>>>> Sent: Tuesday, April 30, 2002 2:03 PM

>>>> To: Sanders, Muriel (M.S.)

>>>> Cc: Chang, Chia Kai (C.)

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Please provide status of the stall ISM to Mr. Chang.

>>>>

>>>> Bob Dalbo

>>>> 3.0L Calibration Supervisor

>>>> Outfitters Calibration, NAT

>>>> Phone: (313) 24-84947 Fax: (313) 32-31788

>>>> Pager: (313) 795-2859 Email: rdalbo@ford.com

>>>>

>>>>

>>>> —Original Message—

>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>> Sent: Tuesday, April 30, 2002 12:53 AM

>>>> To: Dalbo, Bob (R.J.)

>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Bob :

>>>>

>>>> From your information, the TSB can fix 85% engine stall issue. So,

>>> there

>>>> are

>>>> another ISM can fix the engine stall issue! Can you support about

>> the

>>>> ISM

>>>> information ? We Taiwan FLH need the overall engine stall

>> information

>>>> to

>>>> verify all possible cause. Or, you can tell me the ISM progress.

>>>>

>>>> Best Regards

>>>>

>>>> C.K. Chang

>>>> FLH/LVT

>>>> Vehicle Test and Development Engineer

>>>> Mailto: cchang9@ford.com

>>>>

>>>>

>>>>

>>>>

>>>> --- Original Message ---

>>>> From: "Dalbo, Bob (R.J.)" <rdalbo@ford.com>

>>>> To: "Chang, Chia Kal (C.)" <cchang9@ford.com>; "McGee, Brett
> (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Cc: "Hoshino, Jun (J.)" <jhoshino@ford.com>; "McGee, Brett (B.L.)"

>>>> <bmcgee@ford.com>

>>>> Sent: Tuesday, April 30, 2002 4:50 AM

>>>> Subject: RE: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>>> Our current understanding is that TSB 02-8-8 should fix about

> 85%

>> of

>>>>> stalling complaints. There is an ISM in the approval process to

>>>>> address

>>>>> the remaining fraction of stalling complaints not covered by

>> normal

>>>>> diagnostic processes or the TSB.

>>>>>

>>>>> Bob Dalbo

>>>>> 3.0L Calibration Supervisor

>>>>> Outfitters Calibration, NAT

>>>>> Phone: (313) 24-84947 Fax: (313) 32-31786

>>>>> Pager: (313) 796-2859 Email: rdalbo@ford.com

>>>>>

>>>>>

>>>> —Original Message—

>>>> From: cchang9 [mailto:cchang9@ford.com]

>>>> Sent: Monday, April 29, 2002 8:02 AM

>>>> To: Daibo, Bob (R.J.); McGee, Brett (B.L.)

>>>> Cc: jhoshino@ford.com; McGee, Brett (B.L.)

>>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>>

>>>>

>>>> Bob & McGee:

>>>>

>>>> For U204 3.0L engine stall issue, the TSB 02-8-6 ask as to check

>>> about

>>>> 8

>>>> steps. Our top manager need to understand, does the TSB 02-8-6

> can

>>>> effective

>>>> fix the engine stall issue or the effective percentage ?

>>>> Another question, we have one U204 2.0L vehicle has the similar

>>> engine

>>>> stall

>>>> issue, it also happened on the idle status <stop at traffic

> light

>>>.

>>>> But

>>>> the

>>>> vehicle has the idle RPM unstable issue, when parking "P" gear,

>> the

>>>> RPM

>>>> will

>>>> arise to 2700rpm.

>>>> < For you reference, we have 7 U204 2.0L vehicle, there are 6

>>> vehicles

>>>> are

>>>> engine stall by our local wiring design issue. (crankshaft

> sensor

>>>> wire

>>>> shorting) Another one is this idle unstable vehicle. >

>>>> Please feedback to me ASAP. We have to deal with Taiwan U204

>>> vehicle.

>>>> Thx.

>>>>

>>>>

>>>> Best Regards

>>>> C.K. Chang

>>>> FLH/LVT

>>>> Vehicle Test and Development Engineer

>>>>

>>>>

>>>>

>>>>

>>>>

Sent: Thursday, January 17, 2002 2:33 PM
To: Williams, Les (LHW.); Price, Martin (M.)
Subject: RE: SSM proposal

Looks pretty good but the Service number is bothering me. It will most likely be 1U7Z-AXB but it is not showing up in the system. We won't be able to release this until we have that service number. Do you have the concern # that releases the new Calibration? Maybe I can track someone in the FCSO who releases the service numbers. We will need to figure out how many parts to order of the 1U7Z-AXA PCM for the Parts Request. Vehicle population with MPC160 PCMs and R/1000 will give us a ballpark of how many to order and a guesstimate of quantities we can compare that quantity to.

Les - do you want another stall vehicle to look at. I just got a copy of the QFTF (quality focus test fleet) and one of the Escapes stalled during someones drive evaluation. It was back in 11/20 or so. Let me know if you want any more info (driver, VIN, etc....) and I will send it to you. If not, I'll file it away.

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

From: Williams, Les (LHW.)
Sent: Thursday, January 17, 2002 1:18 PM
To: Suarez, Rhae (R.); Price, Martin (M.)
Subject: RE: SSM proposal

Greetings Fellas: Try this on for size. I think 'and reprogram' in blue, Marty, makes since in this SSM. I changed all 'reflashed' words to 'reprogrammed' to keep it consistent.

Some 2001/2002 3.0L Escapes may exhibit an intermittent stall condition. Usually 1 time event during closed throttle decel with no DTC's or MIL. The engine restarts immediately. If normal diagnostics are inconclusive, perform road test to verify stall or engine rpm dip (below 700 RPM). Reprogram PCM to latest calibration level 1U7A-12A650-AXB. Some 2001MY PCMs can't be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If PCM is MPC 160 then replace with PCM service part # 1U7Z-12A650-AXA and reprogram, if it is MPC 161 then just reprogram. All 2002MY PCMs can be reprogrammed. Check for revised EBC power relay. If relay has white lettering, replace with part# F0AZ-14N089-A. Make sure relay pin connections are tight in Power Distribution Box. Repeat road test. If concern is still present contact National Hotline.

reply all pls :-)

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

From: Suarez, Rhae (R.)
Sent: Thursday, January 17, 2002 11:28 AM
To: Williams, Les (LHW.)
Subject: RE: SSM proposal

Cool. I am in the PTQRT now. I'll hit lunch after that.

Talk to you in the afternoon.

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

From: Williams, Les (LHW.)
Sent: Thursday, January 17, 2002 11:26 AM
To: Suarez, Rhae (R.)
Subject: RE: SSM proposal

Just got your voice message, I'm about to go EAT! We'll chat when I get back concerning the SSM.

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

From: Suarez, Rhae (R.)
Sent: Thursday, January 17, 2002 7:58 AM
To: Williams, Les (LHW.); 'bnikolai@vision.com'
Cc: Price, Martin (M.); Fournelle, Gilbert (G.); Bogema, John (P.)
Subject: RE: SSM proposal

Yes the part number for Escape R12 calibration is 1U7Z-12A650-AXA (from TSB# 02-01-01)

We don't want to do this too many times because the parts request that went in for the 1U7Z-12A650-AXA was for the Hes/Surge concern. We will need to do another part request for the new part -AXB for stalls. This is determined by vehicles population and R/1000 (and Engineering estimates) to come up with a quantity of parts to order. Don't forget this is only for the MPC150 PCMs.

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

From: Williams, Les (LHW.)
Sent: Wednesday, January 16, 2002 3:42 PM
To: 'lnitool@visteon.com'
Cc: Price, Martin (M.); Suarez, Rhee (R.); Fournelle, Gilbert (G.); Bogema, John (P.)
Subject: FW: SSM proposal

You are correct Marty! I just chatted w/ John Bogema and Gilbert Fournelle.

Bernie:

Could you pls give me the 2001 R12 Service part # for a PCM for the Escape AND Tribute. (Is it 1U7Z-12A650-AXA for Escape?)

Once we get this Marty, we can have dealers order that service part # THEN they will be able to reprogram to latest calibration.

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

From: Price, Martin (M.)
Sent: Wednesday, January 16, 2002 2:16 PM
To: Williams, Les (LHW.)
Subject: RE: SSM proposal

Yes, but again we need the service part# listed in the SSM not the engineering part#. I checked our parts system and sometimes it shows as a valid engineering part# but says there is no equivalent service part#. Maybe the parts system is slow and just hasn't updated yet. I don't know if we need to make sure that parts has the # listed or if we should just tell them to install 1U7Z-AXA and then reprogram. I suppose it depends how fast we can get the parts system up to speed.

Marti Price

Cleveland Engine Specialist, DSC 1 #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

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

From: Williams, Les (LHW.)
Sent: Wednesday, January 16, 2002 2:00 PM
To: Price, Martin (M.)
Cc: Suarez, Rhee (R.)
Subject: RE: SSM proposal

sounds good Martin. I understand your comments. So basically if we ditch 'AND REPROGRAM' in the SSM you edited below, we should be golden, correct? If techs find that updated part # on back order, most likely they will call in and you can tell them to grab an MPC 161 and reprogram.

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

From: Price, Martin (M.)
Sent: Wednesday, January 16, 2002 1:53 PM
To: Williams, Les (LHW.)
Cc: Suarez, Rhee (R.)
Subject: RE: SSM proposal

We need the service part# for the PCM. Also if they can replace the PCM with the newest part# they don't need to reprogram it, however if they cannot order the newest part# then they can order an older version and reprogram it. I just had to tell a guy to order a 1U7Z-12A650-AXA and reprogram it. It's important to include the part# because if they have to replace it then there is no other source they can refer to to get the part# except hotline.

Some 2001/2002 3.0L Escapes may exhibit an intermittent stall condition. Usually 1 time event during closed throttle decel with no DTC's or MIL. The engine restarts immediately. If normal diagnostics are inconclusive, perform road test to verify stall or engine rpm dip (below 700 RPM). Reprogram PCM to latest calibration level - 1U7A-12A650-AXB. Some 2001MY PCMs can not be reflashed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If PCM is MPC 160 then replace and reprogram, if it is MPC 161 then reprogram. All 2002MY PCMs can be reprogrammed. Check for revised EEC power relay. If relay has white lettering, replace with part# FOAZ-14N089-A. Make sure relay pin connections are tight in Power Distribution Box. Repeat road test. If concern is still present contact National Hotline.

Matt Price

Cleveland Engine Specialist, DSC 1 #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

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

From: Williams, Les (LHW.)
Sent: Wednesday, January 16, 2002 1:31 PM
To: Suarez, Rhae (R.); Limtiaco, Steven (S.)
Cc: King, Robert (R.F.); Dallape, Leon (L.A.); Price, Martin (M.); Alboonian, Don (D.J.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.)
Subject: RE: SSM proposal

Just talked with Rhae on phone, and learned that Steve can modify the SSM to fit his particular MNAO concerns. This will involve just changing the part Nos. Steve, let me know if you need part #s for cal update.

We are still waiting on word from MING before we can begin finalizing ISM1 and ISM2. I have a draft of both on my computer right now.

Thx.

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

From: Williams, Les (LHW.)
Sent: Wednesday, January 16, 2002 1:26 PM
To: Suarez, Rhae (R.)
Cc: King, Robert (R.F.); Dallape, Leon (L.A.); Price, Martin (M.); Alboonian, Don (D.J.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); Limtiaco, Steven (S.)
Subject: RE: SSM proposal

Rhae:

I think we should also include the MAZDA LEV part number since this SSM will be used by MAZDA dealers as well (I think I included this in my original SSM). I think only the Mazda and Ford part #s should be released since we are dealing with a US market (with this particular SSM)

As for the Hes/Surge question you had, I am not sure.

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

From: Suarez, Rhae (R.)
Sent: Wednesday, January 16, 2002 1:17 PM
To: Williams, Les (LHW.); Price, Martin (M.); Alboonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.)
Cc: King, Robert (R.F.); Dallape, Leon (L.A.)
Subject: RE: SSM proposal

Here is what Les and I have come up with. It will fit into the SSM format (880 characters limit).

Some 2001/2002 3.0L Escapes may exhibit an intermittent stall condition. Usually 1 time event during closed throttle decel with no DTC's or MIL. The engine restarts immediately. If normal diagnostics are inconclusive, perform road test to verify stall or engine rpm dip (below 700 RPM). Reprogram PCM to latest calibration level - 1U7A-12A650-AXB. Some 2001MY PCMs can not be

reflashed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If PCM is MPC 160 then replace and reprogram, if it is MPC 161 then reprogram. All 2002MY PCMs can be reprogrammed. Check for revised BBC power relay. If relay has white lettering, replace with part# F0AZ-14N089-A. Make sure relay pin connections are tight in Power Distribution Box. Repeat road test. If concern is still present contact National Hotline.

The only concern I have is the Calibration Part number. Is this the latest and greatest part number for the Calibration? Why is it that when we released the calibration change for Hes/Surge we had 4 new level part numbers? Maybe we should leave the Part number out?

Let me know what everyone's thoughts are?

Thanks,

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: suarez8@ford.com

---Original Message---

From: Williams, Les (LHW.)
Sent: Wednesday, January 16, 2002 12:16 PM
To: Suarez, Rhae (R.)
Cc: Price, Martin (M.)
Subject: RE: SSM/ISM proposal

<< File: SSM Draft1.doc >>

Thanks Rhae.

See what you think of the one I drafted up

---Original Message---

From: Suarez, Rhae (R.)
Sent: Wednesday, January 16, 2002 10:40 AM
To: Williams, Les (LHW.); Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Umitlaco, Steven (S.); Rothweiler, Daniel (D.)
Subject: RE: SSM/ISM proposal

I got buy in from people that have dealt with techs (ex-FSE's, OASIS group, etc....) and they think the way to identify the PCM (MPC#) will work in a SSM. I will start putting together the wording into the SSM templates. Once I get some wording done, I will ask for your input for any changes you may think are needed.

Thanks!

Rhae

---Original Message---

From: Suarez, Rhae (R.)
Sent: Tuesday, January 15, 2002 3:31 PM
To: Williams, Les (LHW.); Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Umitlaco, Steven (S.); Rothweiler, Daniel (D.)
Subject: RE: SSM/ISM proposal

I don't think it is the length. My only back ground on the subject is from the last TSB I was involved with. It was for Hes/Surge (most of you know this issue) calibration update we had to have a whole chart to explain what PCMs could and could not be re-flashed.

I'll let the team know what I find out!

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

From: Williams, Les (LHW.)
Sent: Tuesday, January 15, 2002 3:19 PM
To: Suarez, Rhae (R.); Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limbaco, Steven (S.); Rothweller, Daniel (D.)
Subject: RE: SSM/ISM proposal

great Rhae...Is it the wording we used (length) or we did not do a good job explaining the process?

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

From: Suarez, Rhae (R.)
Sent: Tuesday, January 15, 2002 3:18 PM
To: Williams, Les (LHW.); Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limbaco, Steven (S.); Rothweller, Daniel (D.)
Subject: RE: SSM/ISM proposal

The only problem I see is the getting the information about the non-re flashable PCM's into a SSM. I am not sure what we used in the ISM drafts will work. But then again I could be wrong. I will check around here to see if that is going to be a problem. I see with the OASIS department and a few ex-FSE's.

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

From: Williams, Les (LHW.)
Sent: Tuesday, January 15, 2002 3:07 PM
To: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limbaco, Steven (S.); Rothweller, Daniel (D.); Suarez, Rhae (R.)
Subject: SSM/ISM proposal
Importance: High

Hello Team:

Marty and I just had an idea which will make it easier to get info to the service guys/gals in the field.

1. Currently we have an SSM in the field (the checksheet). As you know, it mentions returning parts to the TEE bldg, checking this, checking that, etc.

2. Marty and I propose having a MUCH clearer SSM discussing 2 issues:

After performing a roadtest to verify rpm dip:

- a.) Updating calibration
- b.) checking EEC relay

End with a similar roadtest

Having an SSM addressing these two issues alone would take a great deal of call volume off of Marty's guys AND the techs will have a sheet of paper in front of them with the correct part #'s (vs calling in and getting a myriad of part numbers via an ISM that you have to scribble down somewhere).

At the end of this SSM, we would leave a note saying if vehicle returns with more issues, ps call hotline (many SSM's say that now).

3. The hotline would have 2 ISMs

a.) First ISM- Explain Evap procedure

b.) Second ISM- Basically do all the one-ay, two-ay stuff from the checklist

The reason why Marty suggests having a separate ISM for the evap procedure is that it is detailed, and techs usually have a short attention span b/c they are busy at the dealerships. The second ISM with all the small checklist stuff is in list form, and therefore does not require as much explanation. Sometimes a service tech will try the first ISM, and if he feels he needs more info he will call back and the 2nd ISM with the checklist can be given to him. Having 2 ISMs is better for organization and clarity, both at Dealerships and with MARTY's team.

IN SUMMARY, HERE's MY Proposal:

1. Erase current SSM with the checklist on it.
2. Replace with Shorter SSM which involves a roadtest (before and after), update cal, and replace EEC relay if needed.
3. Create ISM1 explaining EVAP
4. Create ISM2 explaining the checklist stuff.

2,3, and 4 should not take long to prepare. All I have to do is copy and paste from the numerous drafts I have sent out. How about we leave out replacing the check valve totally? We can always re-edit ISM2 once we hear word from Cary and Ming.

Thx For the Patience Team! Pls send your comments to me ASAP.

:-)

Regards,

Les Williams

For More, Count on Les

U204 3.0L Powertrain Calibration

Truck Engine Engineering, Suite 1AE20

Phone: (313)33-72503

Fax: (313) 32-31786

From: Williams, Les (LHW.)
Sent: Wednesday, February 27, 2002 3:33 PM
To: Suarez, Rhoe (R.); Sanders, Muriel (M.S.)
Subject: RE: IAC P/N

Great, thx a lot Rhoe. No word on the quantities yet...will keep u posted.

—Original Message—

From: Suarez, Rhoe (R.)
Sent: Wednesday, February 27, 2002 1:13 PM
To: Williams, Les (LHW.); Sanders, Muriel (M.S.)
Subject: IAC P/N

FYE - the part number we had in the text message was the engineering number. I made the changes in the TSB and parts request already.

SERVICE PART: YF1Z- 9F715-AA VALVE ASY - THROTTLE AIR BY-PASS
ENGINEERING PART: YF1E 9F715 AB

Subject: FW: FW: 8/7/02 Outfitters PDQOR Presentation Pre-Review
Location: PDC 2KL11 (This Meeting Takes Place of Regularly Scheduled PTSE Design Review)

Start: Fri 8/2/02 8:00 AM
End: Fri 8/2/02 12:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Dakhlallah, Hassan (H.A.); Sanders, Muriel (M.B.); Gilbert Fournelle; John Bogema

Muriel and Gilbert,
Please prepare the "story board" and forward the result to George Hansen.

John,
I have to be at the Dr.'s Friday and Bob F. is gone all week; can you do this pre-meeting for me?

- Bob Dalbo

---Original Appointment---

From: Corbett, Sandra (S.M.) On Behalf Of Dakhlallah, Hassan (H.A.)
Sent: Friday, July 26, 2002 2:58 PM
To: Dakhlallah, Hassan (H.A.); Hofman, Michael (M.V.); Grewal, Bill (B.S.); Corbett, Sandra (S.M.); Arant, Michael (M.P.); Ward, Sheila (S.A.); Hedges, John (J.E.); Hinds, Brett (B.S.); Gibson, Patrick (P.W.); Thompson, Blair (B.C.); Bergeron, Leon (F.L.); Joffrob, Sebastian (S.); Upshaw-Gibson, Andrea (A.D.); Magolan, Allen (A.M.); Olesrodieria, Jim (J.A.); Michalowicz, Cheryl (C.C.); Pittel, Kimberly (K.L.); Gray, Chuck (C.E.); Fascetti, Bob (R.J.); Alashe, Waheed (W.D.); Grimes, Jeff (J.R.); Smaidone, Ronald (R.P.); Dalbo, Bob (R.J.); Gates, Freeman (F.C.)
Subject: FW: 8/7/02 Outfitters PDQOR Presentation Pre-Review
When: Friday, August 02, 2002 8:00 AM-12:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: PDC 2KL11 (This Meeting Takes Place of Regularly Scheduled PTSE Design Review)

Note that I will be on vacation next week. Please direct your presentations and formats to George Hansen for this review.
Sandy Corbett

---Original Appointment---

From: Dakhlallah, Hassan (H.A.)
Sent: Friday, July 26, 2002 2:52 PM
To: Dakhlallah, Hassan (H.A.); Hofman, Michael (M.V.); Grewal, Bill (B.S.); Corbett, Sandra (S.M.); Arant, Michael (M.P.); Ward, Sheila (S.A.); Hedges, John (J.E.); Hinds, Brett (B.S.); Gibson, Patrick (P.W.); Thompson, Blair (B.C.); Bergeron, Leon (F.L.); Joffrob, Sebastian (S.); Upshaw-Gibson, Andrea (A.D.); Magolan, Allen (A.M.); Olesrodieria, Jim (J.A.); Michalowicz, Cheryl (C.C.); Pittel, Kimberly (K.L.); Gray, Chuck (C.E.); Fascetti, Bob (R.J.); Alashe, Waheed (W.D.); Grimes, Jeff (J.R.); Smaidone, Ronald (R.P.); Dalbo, Bob (R.J.); Gates, Freeman (F.C.); Klarr, Jerry (G.T.); Tracy, Lynn (L.J.); PDC Conf Rm 2K-L11 (65)
Subject: 8/7/02 Outfitters PDQOR Presentation Pre-Review
When: Friday, August 02, 2002 8:00 AM-12:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where: PDC 2KL11 (This Meeting Takes Place of Regularly Scheduled PTSE Design Review)

Team, The following Powertrain Outfitters Projects are on the 8/7/02 PDQOR Agenda. This pre-review has been scheduled to conduct a dry run on each of the following projects to ensure that the teams will be ready. Each team will have 20 minutes to review their project.

Please send your storyboard presentations (Proforma is Attached) electronically to Hassan Dakhlallah (Explorer Projects) and Sandra Corbett (Escape Projects) by 2:00pm on Thursday 8/1/02 so that we can prepare storyboard for 8/2 pre-review.

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 9680977	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

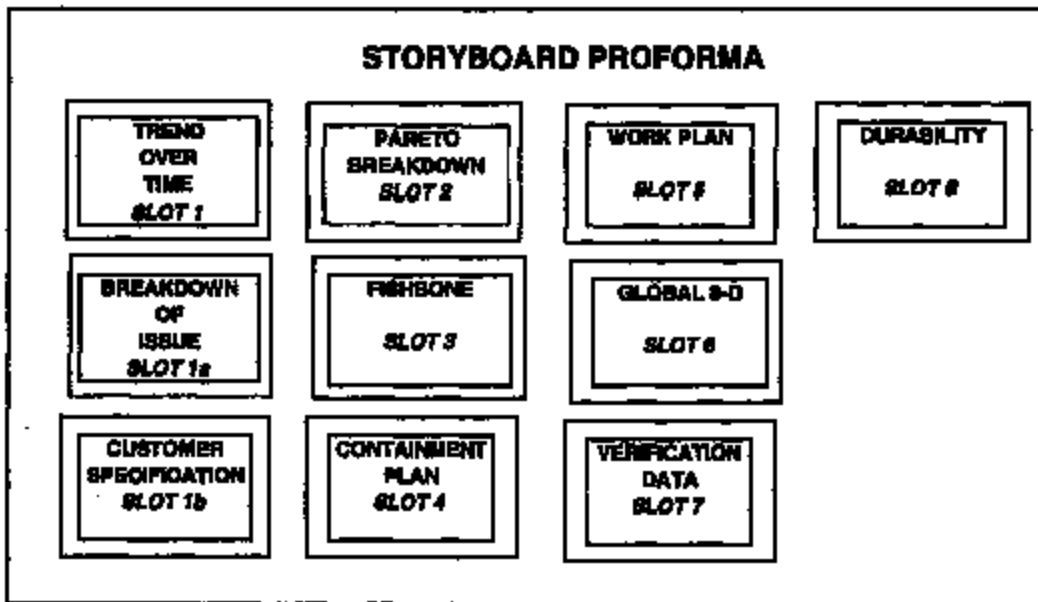
SAMPLE

Storyboard - Chief Functional Engineer Problem Resolution Process

6/10/02

Storyboard Format

	Team Roster
Slot 1	Trend Chart (Internal or External Data)
Slot 1a	Indicators
Slot 1b	Customer Specifications
Slot 2	Pareto Breakdown
Slot 3	Fishbone
Slot 4	Containment Plan
Slot 5	Workplan
Slot 6	Global 8-D
Slot 7	Engineering Verification Data
Slot 8	Durability



> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: McGee, Brett (B.L.)
Sent: Wednesday, June 26, 2002 3:56 AM
To: Sanders, Muriel (M.S.)
Subject: RE: U204/J14 3.0L engine stall issue.

Sorry, I think the original question was related to -- "Idle dip with tip in condition" -- any update.

Also, could you add me to the Engine Stalls meeting minutes distribution list?
Thanks.

よろしくお願ひします。

Brett McGee
Ford Resident Engineer - Hofu Assembly Plant
e-mail: bmcgee@ford.com
Telephone: 011-81-82-287-1095
Fax: 011-81-82-287-5399

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

From: McGee, Brett (B.L.)
Sent: Tuesday, June 25, 2002 2:08 PM
To: Sanders, Muriel (M.S.)
Cc: Hoshino, Jun (J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel, can you send Jun and I the latest status on the Engine Stalls issue? Thanks.

よろしくお願ひします。

Brett McGee
Ford Resident Engineer - Hofu Assembly Plant
e-mail: bmcgee@ford.com
Telephone: 011-81-82-287-1095
Fax: 011-81-82-287-5399

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

From: Hoshino, Jun (J.)
Sent: Thursday, June 20, 2002 6:20 PM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Any information?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-6220

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

From: Hoshino, Jun (J.)
Sent: Thursday, May 30, 2002 6:02 PM
To: Sanders, Muriel (M.S.)
Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Did you have chance to investigate Idle dip with tip in condition?

Jun Hoshino
RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-6220

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

From: Sanders, Muriel (M.S.)
Sent: Thursday, May 23, 2002 5:55 AM
To: Hoshino, Jun (J.)
Subject: RE: U204/J14 3.0L engine stall issue.

We'll investigate and get back to you. Thanks.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Hoshino, Jun (J.)
Sent: Wednesday, May 22, 2002 6:47 AM

To: Sanders, Muriel (M.S.)

Cc: McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)

Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,

I have got another idle dip situation from Japan dealer.

Symptom: engine stall while parking maneuver

Mirage: 9074km (6065ml)

Calibration: 1L7A-BDB

Dealer could not duplicate engine stall at workshop, however they found out idle dip condition under the following sequence.

1. Any shift ranges (PNRD..) are ok for confirmation.
2. Vehicle stationary with idle (about 700 to 750rpm).
3. Tip in the accelerator slightly (do not exceed 1000rpm).
4. Engine rpm will dip to less than 600 rpm.
5. Engine rpm will return to about 700 to 750rpm after dipping.

According to the dealer technician, engine rpm marked less than 600 rpm on this concerned vehicle. To shift from 2 to D while dipping will make worse this condition (330rpm). Technician has replaced IAC valve (because IAC% was 43% at N range), then dipping condition has been improved (about 600rpm).

However, dipping is still remain. (No engine stall has been occurred so far.)

I also could experience the same condition on my FCSD vehicle (Calibration: 1L7A-BCB, drop to 590rpm).

So, I would like to here your thought, is this condition induces engine stall condition?

I think, engine stall may be not occurred if engine components (such as IAC) are everything OK. But once failure has been occurred on the components (ex; IAC valve slight stick), engine stall will be occurred easily...

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Sanders, Muriel (M.S.)

Sent: Saturday, May 18, 2002 5:19 AM

To: Hoshino, Jun (J.)

Subject: RE: U204/J14 3.0L engine stall issue.

I haven't been able to get a vehicle with the new calibration to stall (or rpm dip) doing this -

I tried again today. I am going to have another person in the group look at this and see what he thinks. He is out of the office until Monday so I'll talk to him then.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Hoshino, Jun (J.)
Sent: Friday, May 17, 2002 8:39 AM
To: Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, P k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Chang, Chia Kai (C.)
Subject: RE: U204/J14 3.0L engine stall issue.

Muriel,
Do you have any comment?

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager
PVT & Field Support, Vehicle Service & Programs
Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

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

From: Hoshino, Jun (J.)
Sent: Tuesday, May 14, 2002 6:48 PM
To: Chang, Chia Kai (C.); Sanders, Muriel (M.S.)
Cc: Hsu, Chord (C.C.); Ting, P k (F.); Jao, Jack (J.); McGee, Brett (B.L.); Kuhnd, Noel (N.); Kwon, Soon (S.K.); Dalbo, Bob (R.J.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,
Today I have visited Ford Dealer and verified your concern on dealer demo vehicle and FCSD vehicle.

Dealer demo vehicle:
Mileage: 376km (235mil)
Calibration: 1L8U-GE (NO stall robustness calibration)
IAC at P range with no load: 34.36%
The lowest drop RPM: 530rpm

FCSD vehicle:

>

From: Sanders, Muriel (M.S.)
Sent: Tuesday, May 07, 2002 12:08 PM
To: Rothweiler, Daniel (D.)
Subject: RE: Defective MAF sensor

Dan, I checked the VIN number on the MAF tag and it matches what you gave me (4F2YU08151KM28303). Here's the other info from the tag

Dealer Name: East Coast
Dealer #: 51488
Date of Delivery: 2/2/00
Date of Repair: 4/9/02
Mileage: 16161
Claim No. 356751
Mazda Part No. 1F2213210A

So far it appears to operate fine. I'm going to try again this afternoon. I'll let you know if we find anything.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Wednesday, May 01, 2002 3:58 PM
To: 'Sanders, Muriel (M.S.)'
Cc: Steven Lintiac
Subject: RE: Defective MAF sensor

I sent the MAF to your attention today for overnight delivery. Let me know that you got it.

Thanks,

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Sanders, Muriel (M.S.) [mailto:msander6@ford.com]

Sent: Tuesday, April 30, 2002 1:27 PM
To: Rothweiler, Daniel (D.)
Subject: RE: Defective MAF sensor

Here's my address. Thanks.

Muriel Sanders
Ford Motor Company
TEB Building
2000 Enterprise Dr
Allen Park, MI 48101

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Tuesday, April 30, 2002 1:25 PM
To: 'Sanders, Muriel (M.S.)'
Subject: RE: Defective MAF sensor

How ironic. It just arrived at the region here. I can send it to you ASAP
Can I have your address again?

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Sanders, Muriel (M.S.) [mailto:msander6@ford.com]
Sent: Tuesday, April 30, 2002 11:45 AM
To: Rothweiler, Daniel (D.)
Subject: Defective MAF sensor

Hi Dan,

Do you have the defective MAF sensor you found? This would be from the
vehicle that you send us stall data on. If so, can we get it? The person
from Visteon expressed interest in looking at it.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786

> E-mail: msander6@ford.com

>

>

From: Sanders, Muriel (M.S.)
Sent: Monday, May 06, 2002 2:56 PM
To: Suarez, Rhae (R.)
Subject: RE: Escape stalling

Which ISM? We have a new ISM that includes a couple of things not in the original ISM and TSB. I don't think the new ISM is out yet. Below is the text for the new ISM that Marti Price sent me today. Let me know if everything listed in this has been done.

CQIS Codes: 607***

Supervisor CDSID: thuspen

Consultant CDSID: msander6

ISM Number:

Current Text:

SOME 2001-2002 ESCAPES MAY EXHIBIT AN INTERMITTENT STALL, VERIFY TSB 02-08-06 HAS BEEN DONE AND PERFORM THE FOLLOWING. DISCONNECT AND INSPECT PCM HARNESS FOR BURNED OR BENT PINS. IF STALL IS RELATED TO RFI (IE: RADIO TOWER/2-WAY RADIO) REPLACE MAF W/1L2Z-12B579-BA. INSPECT DPFE SENSOR, IF PART# YF1E-9J460-AD AND NO WHITE DOT PRESENT (NOTE: DOT COULD BE ANYWHERE ON SENSOR) REPLACE WITH YF1Z-9J460-AD WITH A WHITE DOT OR 2F1Z-9J460-AA (NO DOT REQUIRED). INSPECT C270B, C, D, C110, C133 FOR WATER INTRUSION/PIN PROBLEMS. INSPECT G300, G100, REMOVE BATTERY TRAY AND INSPECT G104/105, G101. INSPECT CKP HARNESS NEAR AC COMPRESSOR.

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

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

From: Suarez, Rhae (R.)
Sent: Monday, May 05, 2002 12:29 PM
To: Sanders, Muriel (M.S.)
Cc: King, Robert (R.F.)
Subject: FW: Escape stalling

any suggestions

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

From: King, Robert (R.F.)
Sent: Monday, May 06, 2002 11:26 AM
To: Dripps, David (D.S.)
Cc: Rosignol, Oscar (O.); Roberson, Tella (T.L.); Suarez, Rhae (R.); Altoontan, Don (D.J.); Corbett, Sandra (S.M.)
Subject: RE: Escape stalling

If the entire TSB & ISM have been done, I have no additional technical suggestions. Why has this dealer not been in contact with the TSO National Hotline? I cannot find a report in CQIS. Has this concern ever been verified?

Vehicle Identification Number (VIN): 1FMYU03182KB01074
Indicator type: T

F1 Help F2 Print-Detail Report F3 Exit F10 Print-Detail Report F12 Return
With Warranty

E0210-NO REPORTS FOUND FOR THE GIVEN VIN.

LPENJB12

Don or Sandy, does your team have any additional suggestions/recommendations?

Rhae, Does the stall team have any additional recommendations?

Ford "The Most Wanted Car on the American Road" circa 1952

Robert King
LHD Escape/Maverick FCSD Program Manager
PVT & Field Support, Vehicle Service & Programs
Kansas City Assembly Plant (816) 459-1872, fax 459-1726

—Original Message—

From: Dripps, David (D.S.)
Sent: Monday, May 06, 2002 10:07 AM
To: King, Robert (R.F.)
Cc: Rosignon, Oscar (O.); Roberson, Teika (T.L.)
Subject: Escape stalling

We discussed several weeks ago an Escape with an intermittent stall. You advised to replace the flapper valve and clear out the vapor lines. The customer has called back and said it has cut off again on him and no longer wants the vehicle.

Here is a list of the parts replaced:

- 1) PCM reprogrammed
- 2) Power relay is the design specified in TSB.
- 3) Mass air flow (twice) 1L2Z-12B579-BARM
- 4) Purge Valve (twice) YL8Z-9C915-AB
- 5) Separator Valve XF2Z-9B328-AA
- 6) Regulator valve YL8Z-9C915-AA
- 7) DFPE YF1Z-9J480-AC
- 8) Throttle body YL8Z-9E926-DA
- 9) IAC YF1Z-9F715-AA
- 10) Ignition switch YS4Z-11572-CA

The vin is: 1FMYU03182KB01074; Miles: 3500.

Do you have any suggestions on what may be making this thing cut out? I think the customer is beyond working with us on this one, but we would still like to see it resolved. Let me know what you think. You can call me at 678-358-8458.

From: Sanders, Muriel (M.S.)
Sent: Monday, May 06, 2002 9:44 AM
To: Facchetti, Bob (R.J.)
Subject: Status Update From 5/2/02 Meeting

Hi Bob,

Here's a brief update from the Status meeting last week (5/2/02).

IAC

- Ted Jensen has found corrosion, damage, and/or oil on the connector to the IAC. He is investigating this further to determine oil source, composition, effects of corrosion/damage, etc.
- Finned pintle valves were not added to 1P builds so the valve will be implemented after Job 1 2003 (instead of at Job1).

PCV

- Team is waiting for full report out of fresh air testing. (test completed week of 4/18/02)
- No update on blow-by testing. I believe this testing was to happen late last week so we should hear more at this week's meeting.
- Dyno testing started last week. Early data indicates that there may be a flow problem, but the data needs to mature before this can be confirmed.

MAF

- I reported information from our meeting last week. We are going to test MAF this week.

Key Chain Weight/Ignition Cylinder

- There was a meeting last Friday to discuss long-term and short-term options. More information to come...

Evap

- Ming is to make sure that Mazda understands importance of processing evap assembly changes (eliminate check valve).

Check Valve

- Cary Powell (Visteon) - still no date/plans for Avon evaluation (no movement on this since 3/28/02)
- Stant has not sent parts to Cary Powell for evaluation (12 partially open and 12 closed valves). Two weeks ago they were supposed to hand deliver more parts, but Cary says he still has not received anything. This issue goes back to 2/28/02 meeting.

Let me know if you have any questions. Thanks.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Sanders, Muriel (M.S.)
Sent: Monday, May 06, 2002 8:01 AM
To: Malik, Wesley (W.K.)
Subject: FW: Andrew Qualls -210-558-8972

Hi Was,

I work in the 3.0L Escape calibration group and we are heading up the Escape/Tribute stall investigation. There is a customer in the San Antonio area that has some unusual problems along with the stall issue (reference red text below for details) and we would like a FSE to take a look at his vehicle if possible. Would you be able to look at this vehicle?

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

—Original Message—

From: Williams, Les (LHW.)
Sent: Wednesday, April 10, 2002 8:25 PM
To: Dalbo, Bob (R.J.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: Andrew Qualls -210-558-8972

After a long day of referencing planar geometry, I like to kick back and share info with my old cal. buddies.

Andrew Qualls -210-558-8972 Red Macomb Ford in San Antonio, TX (he took it to another dealer also, I forgot the name)

His wife is principle driver. Car stalled 4 times going 35-45 mph going down a hill closed throttle decel. Conditions were very humid each time car died.

1st time- Dealer had no fix
2nd time- EEC Relay replaced
3rd time- Throttle body or IAC valve replaced, PCM was reprogrammed
4th time- a loose wire was found by tech and fixed, they never explained to Andrew what it was. The PCM was updated again

Since the update, the car has been sitting in the driveway. In TX, once a vehicle goes past a certain mileage it can no longer be lemon lawed so he has Escape sitting in garage till he figures out what to do. He does not want wife driving car. The first time it stalled, he pulled over to side of road and heard a high pitched noise coming from battery compartment.

He is aware of the investigation via the web.

Other problems: His battery light comes off and on, and his hazards blink off and on at weird intervals. Doesn't know what's up (sneak path? ha ha). Also he has a fuel smell problem at startup Very vocal individual, we talked for 30 minutes.

—Original Message—

From: Dalbo, Bob (R.J.)

Sent: Wednesday, April 10, 2002 11:30 AM
To: Williams, Les (LHW.); Sanders, Muriel (M.S.)
Subject: RE: Andrew Qualls -210-558-8972

CAD boy :),
Send the details and we'll sic someone on it.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com <<mailto:rdalbo@ford.com>> <<mailto:rdalbo@ford.com>>

—Original Message—

From: Williams, Les (LHW.)
Sent: Tuesday, April 09, 2002 7:33 PM
To: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.)
Subject: Andrew Qualls -210-558-8972

What's up gang:

I spent 25 minutes on the phone last night with a customer who went into GREAT detail on his stalling issue. It was almost 10 PM EST so I had to tell him I had to run home to take care of my family just to politely get off the phone.

He is aware of the investigation via the websites and is upset b/c his dealers do not seem to be of any assistance. Should we get in contact with the dealer...Red Macomb in San Antonio? Is this our place to intervene to help this particular customer out? I wanted to do so as a good-natured gesture, but I wanted to see what your thoughts are b/c I am no longer heading up the stalls effort, I am just a consultant (ha ha!).

His vehicle has stalled 4 times, going 35-45 mph closed throttle decel down a hill. He has had the PCM reprogrammed twice. His wife does not want to touch it, it is sitting in their garage. Ford Customer Service has been remiss in calling him back in a timely fashion. I told him I would try to dig into the issue more.

Let me know your thoughts on the plan of action.

CAD Boy.

From: Sanders, Muriel (M.S.)
Sent: Friday, May 03, 2002 3:45 PM
To: Rothweiler, Daniel (D.)
Subject: Defective MAF

Hi Dan,

I received the MAF sensor today. We plan to test it on a vehicle here to get data with an RCON or ATL. Then we will give it to the Visteon MAF engineer to bench test and analyze. We'll keep you posted. Thanks.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Sanders, Muriel (M.S.)
Sent: Friday, May 03, 2002 1:58 PM
To: Freeland, Mark (M.)
Subject: DFFE Question

Hi Mark,

When the vehicle stalls because of the DFFE can the driver just re-crank the engine or does he/she need to key off first? This came up in yesterday's stall meeting and I would like to clarify it in the minutes.

Thanks,

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>

From: Williams, Lee (LHW.)
Sent: Tuesday, April 23, 2002 8:55 AM
To: Padilla, Jim (James J.)
Cc: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.)
Subject: FW: Stall TSB

Hello Mr. Padilla:

Here is the TSB you were interested in viewing per our discussion in early March.

Thanks,
Lee Williams

Regards,
Lee Williams
Cyclone V6 Computer Aided Design
Tel: 313-53-71902
Fax: 313-84-52269
For More, Count on Lee

—Original Message—

From: Suarez, Rhae (R.)
Sent: Tuesday, April 23, 2002 8:32 AM
To: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Williams, Lee (LHW.)
Cc: King, Robert (R.F.); Price, Martin (M.)
Subject: Stall TSB

Next/Previous Article (N/P): _ **Article #:** TSB 02-08-06 **Date:** 04/24/2002
Symptom: 6 07 DRVABL STALL/QUITS
Year Vt Fm Vi Mdl Trans Engine Callb Axle
Criteria: 2001 T MR

DRIVEABILITY - INTERMITTENT ENGINE QUIT OR IDLE DIP - NO DIAGNOSTIC TROUBLE
SOME VEHICLES EQUIPPED WITH THE 3.0L DURATEC ENGINE MAY EXHIBIT AN
INTERMITTENT ENGINE QUIT CONDITION. THIS IS USUALLY A ONE TIME EVENT DURING
CLOSED THROTTLE DECELERATION WITH NO DIAGNOSTIC TROUBLE CODES (DTCS) AND NO
MALFUNCTION INDICATOR LAMP (MIL). THE ENGINE WILL RESTART IMMEDIATELY. WHEN
NORMAL DIAGNOSTICS CANNOT PINPOINT THE ROOT CAUSE, REFER TO THE TSB FOR
DETAILS.



TSB 02-08-06.doc

Let me know if you need anything else.

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101

Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

TSB 02-08-06

ISSUE:

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately.

ACTION:

When normal diagnostics cannot pinpoint the root cause, refer to the following Driveability Checklist for details.

SERVICE PROCEDURE

1. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. Using only WDS version B17.1 or later, verify that Idle Air Control (IAC) duty cycle is between 32%-40% with no purge flow. If IAC duty cycle is within specification, then proceed to Step 2 now. If IAC duty cycle is out of specification, replace IAC with part YF1Z-9F715-AA. Verify that IAC duty cycle is between 32-40% with no purge flow. If IAC duty cycle is within specification after replacing with a new IAC, then proceed to Step 2 now. If IAC duty cycle is still out of specification, replace throttle body with part YL8Z-9E926-DA. Verify corrective action, then proceed to Step 2.

NOTE: ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS.

2. For vehicles sold in the U.S. and Canada perform the following: If the vehicle was built on or after 1/16/2002, then proceed to Step 4 now. If not, reprogram PCM with WDS version B17.1 or later. Only use WDS version B17.1 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A850-AXA and reprogram with WDS version B17.1 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.1 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A850-AXB. Proceed to Step 4.
3. For vehicles sold in Mexico perform the following: If vehicle was built on or after 1/16/2002 then proceed to Step 4 now. If not, reprogram the PCM with WDS version B17.15 or later. Only use WDS version B17.15 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A850-AZA and reprogram with WDS version B17.15 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.15 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A850-AZB. Proceed to Step 4.

4. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts. If this occurs, replace the EVAPVM valve with part number YL&Z-9C915-AA. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve. Verify corrective action, then proceed to Step 5.
5. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, if EVAPVM drops to 0% from 60 - 80% (premature purge shutoff), check for an obstructed vent line. This condition may be accompanied by a sudden RPM drop while idling. The premature purge shutoff is caused by the tank not reaching a pre-specified vacuum state. To clear the possible obstructed vent line, disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YLBU-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases stalling occurs. Verify corrective action, then proceed to Step 6.
6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (FOAZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 700-08-00-37 Battery Junction Box. Proceed to Step 7.
7. Ask the customer if they have significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the ignition. If they do, and the engine quits while traveling over bumps, the key ring may move the ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key. Proceed to Step 8.
8. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 680 RPM.

From: Price, Martin (M.)
Sent: Tuesday, June 25, 2002 8:05 AM
To: Bogema, John (P.)
Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Dalbo, Bob (R.J.); Suarez, Rhas (R.); Sanders, Muriel (M.S.)
Subject: RE: vmv on time?

thanks for the info. Since a tech may have to wait 35 minutes for a purge cycle should we change this step? We could just have him actively command the VMV and monitor FTP.

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

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

From: Bogema, John (P.)
Sent: Saturday, June 22, 2002 7:35 AM
To: Price, Martin (M.)
Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Dalbo, Bob (R.J.); Suarez, Rhas (R.); Sanders, Muriel (M.S.)
Subject: RE: vmv on time?

Martin,

This is normal purge operation. As long as there is sufficient vapor in the evap system the vmv will remain at 100% until the maximum clip of around 85 minutes.

On another note, after the engine has warmed-up it may take up to 35 minutes for the evap system to begin purging, depending on the state of the fuel trim.

John P. Bogema

3.0L Escape Calibration Engineering
Phone:313.33.75133
Location:TEE 1AE22
Email:JBOGEMA@FORD.COM

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

From: Sanders, Muriel (M.S.)
Sent: Wednesday, June 19, 2002 5:24 PM
To: Bogema, John (P.)
Subject: RE: vmv on time?

Can you answer Marti's question below? I'm not sure how long it should purge...

Thanks,

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Price, Martin (M.)
Sent: Wednesday, June 19, 2002 3:56 PM
To: Sanders, Muriel (M.S.)
Cc: Altoonian, Don (D.J.); Rothweller, Daniel (D.); Dalbo, Bob (R.J.); Suarez, Rhas (R.)
Subject: vmv on time?

A fellow hotliner had a call where the tech was performing step 4 of the TSB and the vmv remained at 100% for 10 minutes+, the ftp remained at 1.6v during this time. No codes were stored. Is the vmv suppose to remain at 100% for so long? Is this a concern or considered normal?

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Bogema, John (P.)
Sent: Saturday, June 22, 2002 7:35 AM
To: Price, Martin (M.)
Cc: Altoonian, Don (D.J.); Rothweller, Daniel (D.); Dalbo, Bob (R.J.); Suarez, Rhas (R.); Sanders, Muriel (M.S.)
Subject: RE: vmv on time?

Martin,

This is normal purge operation. As long as there is sufficient vapor in the evap system the vmv will remain at 100% until the maximum clip of around 65 minutes.

On another note, after the engine has warmed-up it may take up to 35 minutes for the evap system to begin purging, depending on the state of the fuel trims.

John P. Bogema

3.0L Escape Calibration Engineering
Phone:313.33.75133
Location:TEE 1AE22
Email:JBOGEMA@FORD.COM

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

From: Sanders, Muriel (M.S.)
Sent: Wednesday, June 19, 2002 5:24 PM
To: Bogema, John (P.)
Subject: RE: vmv on time?

Can you answer Marti's question below? I'm not sure how long it should purge...

Thanks,

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Price, Martin (M.)
Sent: Wednesday, June 19, 2002 3:56 PM
To: Sanders, Muriel (M.S.)
Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Dalbo, Bob (R.J.); Suarez, Rhae (R.)
Subject: vmv on time?

A fellow hotliner had a call where the tech was performing step 4 of the TSB and the vmv remained at 100% for 10 minutes+, the ftp remained at 1.6v during this time. No codes were stored. Is the vmv suppose to remain at 100% for so long? Is this a concern or considered normal?

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Dan Rothweiler [DRothwei@mazdausa.com]
Sent: Thursday, June 20, 2002 1:42 PM
To: 'Dalbo, Bob (R.J.); Price, Martin (M.)'
Cc: Sanders, Muriel (M.S.); Suarez, Rhae (R.); Dan Rothweiler; Altoonian, Don (D.J.); Gilbert Fournelle
Subject: RE: vmv on time?

Actually I remember the tank vacuum on that vehicle went to .3 volts and stayed there while the evapvm % was stuck at 100%. I have never seen 1.6 volts on ftp before. I have seen as low as 1.9 and I think thats why we estimated the spec. to bottom out at 1.9. I just looked at the TSB and it says "normal" is no lower than "approximately" 2.2 volts. Now I wonder how correct this is?

Any ideas?

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Thursday, June 20, 2002 1:29 PM
To: Price, Martin (M.)
Cc: Sanders, Muriel (M.S.); Suarez, Rhae (R.); Rothweiler, Daniel (D.); Altoonian, Don (D.J.); Gilbert Fournelle
Subject: RE: vmv on time?

Marti,

This condition can result from a spider web in the vent line with a normally-functioning check valve. I believe Dan and Don saw a similar condition when they replaced an open check valve on a truck that had a

malfunctioning one before we identified the spider issue. The tank vacuum may not have gone this low but the truck never stopped purging once it started.

A stuck-closed cannister vent valve (CVV) could cause a similar issue, although I suspect there should be a code associated with it.

Blowing out the vent line or replacing the CVV should eliminate this issue. We did not address this in the TSB because it doesn't per se contribute to stalling and will result in a MIL.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

> -----Original Message-----

> From: Price, Martin (M.)
> Sent: Wednesday, June 19, 2002 7:09 PM
> To: Dalbo, Bob (R.J.)
> Subject: RE: vmv on time?

>
> It's not that it doesn't start purging, it continuously purges. The vmv
> remains ON for a long period even though FTP reads 1.6v the entire time.
> The concern is that it doesn't stop purging.

>
> Marti Price
> Cleveland Engine Specialist, DSC I #353
> 1700 Fairlane Dr, Allen Park, MI 48101
> mprice28@ford.com ph. (313)317-9133

> -----Original Message-----

> From: Dalbo, Bob (R.J.)
> Sent: Wednesday, June 19, 2002 6:02 PM
> To: Price, Martin (M.); Sanders, Muriel (M.S.); Suarez, Rhae (R.);
> Gilbert Fournelle
> Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Pepitone, Gil (J.)
> Subject: RE: vmv on time?

>
> Team,
> If you start with cleared RAM (which you would after reflashing), it can
> take as long as 2000 seconds (over 33 minutes) to begin purging.

>
> We should discuss reordering the TSB to do the purge check before
> reflashing at tomorrow's meeting.

>
> Bob Dalbo
> 3.0L Calibration Supervisor
> Outfitters Calibration, NAT
> Phone: (313) 24-84947 Fax: (313) 32-31786
> Pager: (313) 795-2859 Email: rdalbo@ford.com

> -----Original Message-----

> From: Price, Martin (M.)
> Sent: Wednesday, June 19, 2002 3:56 PM
> To: Sanders, Muriel (M.S.)
> Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Dalbo, Bob (R.J.);
> Suarez, Rhae (R.)

> Subject: vmv on time?
>
> A fellow hotliner had a call where the tech was performing step 4 of the
> TSB and the vmv remained at 100% for 10 minutes+, the ftp remained at 1.6v
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> 100% for so long? Is this a concern or considered normal?
>
> Marti Price
> Cleveland Engine Specialist, DSC I #353
> 1700 Fairlane Dr, Allen Park, MI 48101
> mprice28@ford.com ph. (313)317-9133
>

From: Dalbo, Bob (R.J.)
Sent: Thursday, June 20, 2002 1:29 PM
To: Price, Martin (M.)
Cc: Sanders, Muriel (M.S.); Suarez, Rhee (R.); Rothweller, Daniel (D.); Altoonian, Don (D.J.); Gilbert Fournelle
Subject: RE: vmv on time?

Marti,

This condition can result from a spider web in the vent line with a normally-functioning check valve. I believe Dan and Don saw a similar condition when they replaced an open check valve on a truck that had a malfunctioning one before we identified the spider issue. The tank vacuum may not have gone this low but the truck never stopped purging once it started.

A stuck-closed canister vent valve (CVV) could cause a similar issue, although I suspect there should be a code associated with it.

Blowing out the vent line or replacing the CVV should eliminate this issue. We did not address this in the TSB because it doesn't per se contribute to stalling and will result in a MIL.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rdalbo@ford.com

—Original Message—

From: Price, Martin (M.)
Sent: Wednesday, June 19, 2002 7:09 PM
To: Dalbo, Bob (R.J.)
Subject: RE: vmv on time?

It's not that it doesn't start purging, it continuously purges. The vmv remains ON for a long period even though FTP reads 1.6v the entire time. The concern is that it doesn't stop purging.

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

—Original Message—

From: Dalbo, Bob (R.J.)

Sent: Wednesday, June 19, 2002 6:02 PM
To: Price, Martin (M.); Sanders, Muriel (M.S.); Suarez, Rhae (R.); Gilbert Fournelle
Cc: Altoonlan, Don (D.J.); Rothweiler, Daniel (D.); Peppone, Gi (J.)
Subject: RE: vmv on time?

Team,
If you start with cleared KAM (which you would after reflashing), It can take as long as 2000 seconds (over 33 minutes) to begin purging.

We should discuss reordering the TSB to do the purge check before reflashing at tomorrow's meeting.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2858 Email: rdalbo@ford.com

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

From: Price, Martin (M.)
Sent: Wednesday, June 19, 2002 3:56 PM
To: Sanders, Muriel (M.S.)
Cc: Altoonlan, Don (D.J.); Rothweiler, Daniel (D.); Dalbo, Bob (R.J.); Suarez, Rhae (R.)
Subject: vmv on time?

A fellow hotliner had a call where the tech was performing step 4 of the TSB and the vmv remained at 100% for 10 minutes+, the ftp remained at 1.6v during this time. No codes were stored. Is the vmv suppose to remain at 100% for so long? Is this a concern or considered normal?

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Dan Rothweiler [DRothwei@mazdausa.com]
Sent: Thursday, June 20, 2002 9:19 AM
To: 'Price, Martin (M.); Sanders, Muriel (M.S.)
Cc: Altoonlan, Don (D.J.); Dan Rothweiler; Dalbo, Bob (R.J.); Suarez, Rhae (R.)
Subject: RE: vmv on time?

I have never seen a voltage that low on FTP during 100% purge. I have seen the % at 100% for that long. What did the FTP start at? Was it at 2.6 or so?

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Price, Martin (M.) [<mailto:mprice28@ford.com>]
Sent: Wednesday, June 19, 2002 3:56 PM

To: Sanders, Muriel (M.S.)
Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Dalbo, Bob (R.J.);
Suarez, Rhae (R.)
Subject: vmv on time?

A fellow hotliner had a call where the tech was performing step 4 of the TSB and the vmv remained at 100% for 10 minutes+, the ftp remained at 1.6v during this time. No codes were stored. Is the vmv suppose to remain at 100% for so long? Is this a concern or considered normal?

Marti Price
Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Dalbo, Bob (R.J.)
Sent: Wednesday, June 19, 2002 6:02 PM
To: Price, Martin (M.); Sanders, Muriel (M.S.); Suarez, Rhae (R.); Gilbert Fournelle
Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Papitone, Gili (J.)
Subject: RE: vmv on time?

Team,

If you start with cleared KAM (which you would after reflashing), it can take as long as 2000 seconds (over 33 minutes) to begin purging.

We should discuss reordering the TSB to do the purge check before reflashing at tomorrow's meeting.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-91786
Pager: (313) 795-2859 Email: rdalbo@ford.com

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

From: Price, Martin (M.)
Sent: Wednesday, June 19, 2002 3:56 PM
To: Sanders, Muriel (M.S.)
Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Dalbo, Bob (R.J.); Suarez, Rhae (R.)
Subject: vmv on time?

A fellow hotliner had a call where the tech was performing step 4 of the TSB and the vmv remained at 100% for 10 minutes+, the ftp remained at 1.6v during this time. No codes were stored. Is the vmv suppose to remain at 100% for so long? Is this a concern or considered normal?

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

Did you duplicate symptoms?: N (Y or N) Number of Repair Attempts: 1

Describe Symptoms and Conditions:

INT STALL

S20CEM1 HOTLINE RECORD (REVIEW3) 06/13/02
06:31:08
P404 NOEP137

Hotline Ref No.: 0245241 Status: CF CLSD FIXED MDL/YR: TRK DX A /01

PQI Ref No.....: Caller: SCOTT SHAFFER

Location.....: 51534 GRECCO MAZDA Phone: 973 366 - 4900 Ext:

Hotline Subject: F 2K MG 10/25/01 INT STALL

Other suggested repairs:

10/31 = DR = DCSM HAS REQUESTED INSPECTION FOR 11/2/2001

11/2 - DR - VEHICLE INSPECTION. FOUND THAT THE PURGE WOULD SIT AT 100% WITH
H FTP STUCK AT 2.6 VOLTS. THIS IS IMPROPER EVAP SYSTEM OPERATION. TAPPED ON
N VAPOR MANAGEMENT VALVE AND THE TRUCK STALLED. VMV WAS STUCK CLOSED AT THE
E TIME / THE EMISSIONS CHECK VALVE WAS CHECKED AND IT IS OK. AIR WAS BLOWN
THROUGH THE VENT AS WELL

REPAIRS INCLUDING PCM, MAIN RELAY, VMV VALVE, DPFE, LOWER INTAKE ORINGS,
WILL BE REPLACED

Callback Date.....:

Entered By: GILLIG 10/25/01 Last Rev By: ROTHWEILER 06/13/02

S20CFM1 HOTLINE RECORD (REVIEW4) 06/13/02
06:31:37
P404 NOKP137

Hotline Ref No.: 0245241 Status: CF CLSD FIXED MDL/YR: TRK DX A /01

PQI Ref No.....: Caller: SCOTT SHAFFER

Location.....: 51534 GRECCO MAZDA Phone: 973 366 - 4900 Ext:

Hotline Subject: F 2X MG 10/25/01 INT STALL

Effectiveness Comments.:

VMV REPLACED ALONG WITH OTHER PARTS FOR CUSTOMER SATISFACTION

11/15/2001 - PARTS FORWARDED TO FORD(SOON KWON)

Was the problem solved?: Y (Y or N)

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

From: Dan Rothweiler [DRothwei@mazdausa.com]
Sent: Friday, April 26, 2002 10:49 AM
To: 'Price, Martin (M.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Dan Rothweiler, Suarez, Rhae (R.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: stall/VMV

I believe the WDS will allow you to do that. If the VMV is commanded to a high duty sometimes the truck will stall. I have captured recordings of this. If the VMV is sticking closed during a command by the PCM to be open, the sudden opening of the valve to that high duty will stall the engine. This event can be triggered by a bump in the road or just the valve simply overcoming the sticking condition on its own.

Personally, I don't think we can isolate an intermittently sticking VMV unless it misbehaves during the monitoring of PIDS with the WDS.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Price, Martin (M.) [mailto:mprice28@ford.com]
Sent: Friday, April 26, 2002 10:07 AM
To: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); Suarez, Rhae (R.)
Cc: Sanders, Muriel (M.S.)
Subject: stall/VMV

In regards to Dan's comment about testing the vmv, would it be possible to have techs roadtest vehicles and command the vmv on during a decel? I'm not sure if wds will let you do that or not, I believe it will.

Marti Price
Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Price, Martin (M.)
Sent: Friday, April 26, 2002 10:07 AM
To: Altonian, Don (D.J.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); Suarez, Rhase (R.)
Cc: Sanders, Muriel (M.S.)
Subject: stall/VMV

In regards to Dan's comment about testing the vmv, would it be possible to have techs roadtest vehicles and command the vmv on during a decel? I'm not sure if wds will let you do that or not, I believe it will.

Marti Price
Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Williams, Les (LHW.)
Sent: Tuesday, June 18, 2002 1:43 PM
To: Sanders, Muriel (M.S.)
Subject: RE: VMV from Dan Rothweiler

No prob...I'll have time today or tomorrow b4 the picnic. :-) I can also take the sticker off too.

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

From: Sanders, Muriel (M.S.)
Sent: Tuesday, June 18, 2002 12:57 PM
To: Williams, Les (LHW.)
Subject: RE: VMV from Dan Rothweiler

Les, I haven't had any luck finding this VMV. If you have some spare time to look, I'd appreciate it. Otherwise, I'll tell Dan we can't find it.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Williams, Les (LHW.)
Sent: Friday, June 07, 2002 3:49 PM
To: Sanders, Muriel (M.S.)
Subject: RE: VMV from Dan Rothweiler

hey! Mmmmm, yup we did put it on a vehicle and we got it to stall after tapping. Most of the parts that were on my desk, I put in a box and locked them in the crib. There should be 1 or 2 boxes in the crib with the parts in them. Also, try looking on my old desk..specifically on the upper right corner of the desk (the part of the desk that is left of the monitor). If you still have no luck, shoot me an email and I will join the search.

I'll see u WED! I wonder what the meeting is about?

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

From: Sanders, Muriel (M.S.)
Sent: Friday, June 07, 2002 2:57 PM
To: Williams, Les (LHW.)
Subject: VMV from Dan Rothweiler

Hi Les,

Yesterday Dan asked us about a VMV that he sent you. He said you put it on a vehicle and was able to get a stall. What ever happened to that valve? Did we have it tested by the supplier? Please let us know. Thanks.

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Williams, Lee (LHW.)
Sent: Friday, June 07, 2002 3:49 PM
To: Sanders, Muriel (M.S.)
Subject: RE: VMV from Dan Rothweiler

hey! Mmmmm, yup we did put it on a vehicle and we got it to stall after tapping. Most of the parts that were on my desk, I put in a box and locked them in the crib. There should be 1 or 2 boxes in the crib with the parts in them. Also, try looking on my old desk...specifically on the upper right corner of the desk (the part of the desk that is left of the monitor). If you still have no luck, shoot me an email and I will join the search.

I'll see u WED! I wonder what the meeting is about?

---Original Message---

From: Sanders, Muriel (M.S.)
Sent: Friday, June 07, 2002 2:57 PM
To: Williams, Lee (LHW.)
Subject: VMV from Dan Rothweiler

Hi Les,

Yesterday Dan asked us about a VMV that he sent you. He said you put it on a vehicle and was able to get a stall. What ever happened to that valve? Did we have it tested by the supplier? Please let us know. Thanks.

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Le, Dzung (D.H.)
Sent: Thursday, August 01, 2002 12:44 PM
To: Dalbo, Bob (R.J.)
Cc: Duvall, Allen (A.W.); Sanders, Muriel (M.S.)
Subject: RE: Latest U204 Stall AWS Analysis

Bob:
Vehicle has about 3-4MIS (AWS June cutoff) for vehicle with changes implemented in January/February. Do not have enough data to show concrete improvement.
I will not be able to attend the meeting today.

Regards:
Dzung Le

—Original Message—

From: Duvall, Allen (A.W.)
Sent: Thursday, August 01, 2002 12:11 PM
To: Sanders, Muriel (M.S.)
Cc: Le, Dzung (D.H.); Dalbo, Bob (R.J.)
Subject: Latest U204 Stall AWS Analysis

Hi Muriel: This is the latest. Please forward to Ford Personnel only!

Thanks!

<< File: Escape_Stalls_latest.pdf >>

Regards:

Allen DuVall

RIE, Outfitters Chassis Quality

✉ PDC, 1D-E57, MD-172

☎ (313)-84-54714

From: Corbett, Sandra (S.M.)
Sent: Tuesday, June 18, 2002 4:00 PM
To: Sloan, Burt (B.E.); Dakhlallah, Haasan (H.A.)
Cc: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.)
Subject: FW: Updated Warranty

Burt/Haasan,

George is out with a death in the family and I'm at home with a 104 degree temp. Can you guys provide an update 6 panel for Escape 3.0L stalls. Actually, it looks like R/1000 would be sufficient but a cumulative, top parts and stack would be best.

It needs to go to Muriel Sanders and Bob Dalbo for a "help" meeting with Tim Davis. Thanks in advance for anything you can provide...much appreciated.

Sandy Corbett

Escape Powertrain QRT

Phone/Fax: (313)59-44351

Product Development Center 2H-E66

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

From: Sanders, Muriel (M.S.)
Sent: Tuesday, June 18, 2002 2:11 PM
To: Corbett, Sandra (S.M.); Hansen, George (G.C.); Moorhouse, Scott (S.R.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: Updated Warranty

We need the stall R/1000 information for the meeting with Tim Davis. Please provide this ASAP so we can prepare the report.

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

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

From: Corbett, Sandra (S.M.)
Sent: Friday, June 14, 2002 7:47 AM
To: Sanders, Muriel (M.S.); Hansen, George (G.C.); Moorhouse, Scott (S.R.)
Subject: RE: Updated Warranty

George,

Please provide the stalls info in the 6 panel format. Also, pull GQRS on D21 and include if significant.

Sandy Corbett

Escape Powertrain QRT

Phone/Fax: (313)59-44351

Product Development Center 2H-E66

—Original Message—

From: Sanders, Muriel (M.S.)
Sent: Thursday, June 13, 2002 5:01 PM
To: Corbett, Sandra (S.M.); Hansen, George (G.C.); Moorhouse, Scott (S.R.)
Subject: Updated Warranty

Hi. We would like updated stall warranty information (3 MIS) for the meeting with Tim Davis (the latest I have is from 2/28/02). Will one of you please get that information for me. We would like to have the data by COB on Monday. Give me a call if you have any questions. Thanks.

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

From: Corbett, Sandra (S.M.)
Sent: Friday, June 14, 2002 7:47 AM
To: Sanders, Muriel (M.S.); Hansen, George (G.C.); Moorhouse, Scott (S.R.)
Subject: RE: Updated Warranty

George,
Please provide the stalls info in the 8 panel format. Also, pull GQRS on D21 and include if significant.

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

—Original Message—

From: Sanders, Muriel (M.S.)
Sent: Thursday, June 13, 2002 5:01 PM
To: Corbett, Sandra (S.M.); Hansen, George (G.C.); Moorhouse, Scott (S.R.)
Subject: Updated Warranty

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Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Hansen, George (G.C.)
Sent: Thursday, May 16, 2002 12:48 PM
To: Sanders, Muriel (M.S.)
Subject: RE: stalls warranty graph

Muriel,
This is the same data that I had provided to you earlier today. It was in the set ICCD graphs.

--
George Hansen
Escape, PTQRT
2H-D83, PDC
(313) 84-51800
ghansen4

-----Original Message-----
From: Sanders, Muriel (M.S.)
Sent: Thursday, May 16, 2002 12:45 PM
To: Altoonian, Don (D.J.); Badgley, Joel (J.K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogena, John (P.); Cary Powell; Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dan Rothwaller; De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Frosland, Mark (M.); Gies, Stuart (S.); Goldale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hoffman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jyunichiro (J.); Jensen, Ted (T.E.); John McDonald; Jones, Andy; Jordan, Donald (D.E.); Karal, Shingl (S.); King, Robert (R.F.); Koestermann, Eric (E.); Koeko, Jeff (J.R.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Matasa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Navasad Khan; Namatohahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortmann, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquetpau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kran (K.C.); Shirahshi, Masaru (M.); Stiggenbauer, Jeffrey (J.R.); Suarez, Rhoe (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Vecchio, Anne Marie (A.); Wakonell, Ray (R.A.); Weltach, Bill (B.); Williams, Lee (L.H.W.); Yeung, Lam (-)
Subject: FW: stalls warranty graph

See Scott's note below.

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

-----Original Message-----
From: Moorhouse, Scott (S.R.)
Sent: Thursday, May 16, 2002 11:21 AM
To: Sanders, Muriel (M.S.)
Subject: stalls warranty graph

Please provide to team. I have forwarded to Corbett, Altoonian.

<< File: Stalls Graph.doc >>

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1966 (fax) 816-459-1728
smoorhou@ford.com

From: Corbett, Sandra (S.M.)
Sent: Thursday, May 16, 2002 10:58 AM
To: Dalbo, Bob (R.J.); Sanders, Murtel (M.S.)
Cc: Hansen, George (G.C.)
Subject: I need on today's agenda

George is putting together a high level (Louise Goesser) request. I would like your concurrence/help in today's meeting and then I will forward to Klarr, act.

George, please send when you get this completed. Thanks.

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

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Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-B66

From: Dalbo, Bob (R.J.)
Sent: Monday, April 29, 2002 10:33 AM
To: Suarez, Rhae (R.)
Cc: Price, Martin (M.); Altoonian, Don (D.J.); Sanders, Muriel (M.S.)
Subject: RE: CQIS reports for stall

Rhae,
This is helpful, but how do I get a comparison of before and after? Is 50-60 calls per month typical for the pre-1/16 builds? If so, it seems based on the limited data we have that the needle moved.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 796-2868 Email: rdalbo@ford.com

—Original Message—

From: Suarez, Rhae (R.)
Sent: Monday, April 29, 2002 9:29 AM
To: Dalbo, Bob (R.J.)
Cc: Price, Martin (M.); Altoonian, Don (D.J.); Sanders, Muriel (M.S.)
Subject: RE: CQIS reports for stall

No. Everytime Hotline gets a call they have to input a CQIS report. The information I provided Altoonian were CQIS reports for vehicles built after 1/15/02 (not the call in date). We receive many reports/calls on stalls on vehicles built before that date.

Hope that explains it better??

—Original Message—

From: Dalbo, Bob (R.J.)

Sent: Friday, April 26, 2002 4:07 PM
To: Suarez, Rhae (R.)
Cc: Price, Martin (M.); Altoonian, Don (D.J.); Sanders, Muriel (M.S.)
Subject: RE: CQIS reports for stall

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It sounds like Marti is not seeing any dropoff in stall calls, but you are seeing a drop in CQIS. Is that a correct assessment?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2858 Email: rdalbo@ford.com

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

From: Suarez, Rhae (R.)
Sent: Friday, April 26, 2002 1:58 PM
To: Dalbo, Bob (R.J.)
Cc: Price, Martin (M.); Altoonian, Don (D.J.)
Subject: RE: CQIS reports for stall

Bob - the information I gave Don was for stall CQIS reports of vehicles built after 1/15/02. We have a lot more calls that come in with other build dates.

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

From: Price, Martin (M.)
Sent: Friday, April 26, 2002 1:56 PM
To: Suarez, Rhae (R.)
Cc: Dalbo, Bob (R.J.); Altoonian, Don (D.J.)
Subject: RE: CQIS reports for stall

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Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

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

From: Suarez, Rhae (R.)
Sent: Friday, April 26, 2002 1:32 PM
To: Price, Martin (M.)
Cc: Dalbo, Bob (R.J.); Altoonian, Don (D.J.)
Subject: FW: CQIS reports for stall

Marti - any thoughts?

From what I remember, it seemed to have grown slightly since the SSM came out.

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

From: Dalbo, Bob (R.J.)
Sent: Friday, April 26, 2002 1:27 PM
To: Altoonian, Don (D.J.); Suarez, Rhae (R.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: CQIS reports for stall

Don/Rhae,
Is 13 per month higher/lower/same as what it used to be?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rdalbo@ford.com

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To: Dalbo, Bob (R.J.)
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1FMCU04192KC39215	3.0L DUR	CD4E E	1424	02/27/02
1FMYU01132KC61785	3.0L DUR	CD4E E	8644	03/01/02
1FMYU031X2KC08014	3.0L DUR	CD4E E	2355	01/17/02
1FMYU031X2KC09132	3.0L DUR	CD4E E	836	01/25/02
1FMYU03112KC16261	3.0L DUR	CD4E E	963	01/28/02
1FMYU03112KC46554	3.0L DUR	CD4E E	1268	02/21/02
1FMYU03132KC84366	3.0L DUR	CD4E E	340	03/12/02
1FMYU03162KB885752	3.0L DUR	CD4E E	112	01/15/02
1FMYU03162KC48655	3.0L DUR	CD4E E	108	02/25/02
1FMYU03172KC15101	3.0L DUR	CD4E E	799	01/28/02
1FMYU03172KC29810	3.0L DUR	CD4E E	1462	02/18/02
1FMYU03182KC61424	3.0L DUR	CD4E E	418	03/05/02
1FMYU041X2KC60693	3.0L DUR	CD4E E	580	03/16/02
1FMYU04122KB98612	3.0L DUR	CD4E E	1100	01/18/02
1FMYU04122KC49249	3.0L DUR	CD4E E	1165	02/28/02
1FMYU04132KB76313	3.0L DUR	CD4E E	2715	01/15/02
1FMYU04142KC37880	3.0L DUR	CD4E E	1110	02/15/02
1FMYU04152KB99303	3.0L DUR	CD4E E	1464	01/24/02
1FMYU04162KB97480	3.0L DUR	CD4E E	6477	01/18/02
1FMYU04172KB74970	3.0L DUR	CD4E E	3338	01/22/02
1FMYU04172KB76914	3.0L DUR	CD4E E	379	01/18/02
1FMYU04172KC29997	3.0L DUR	CD4E E	140	02/18/02
1FMYU04182KC37543	3.0L DUR	CD4E E	911	02/14/02

This is as good as it gets for fast info. If you want the verbatim I have to either cut and paste the cqis reports or download it. I might be able to cut and paste it by today (but we have the FSE meetings today) or I can download it first thing Monday. Let me know.

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Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

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Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

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Marti - any thoughts?

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To: Altoonian, Don (D.J.); Suarez, Rhae (R.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: CQIS reports for stall

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Phone: (313) 24-84847 Fax: (313) 32-31786
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1FMYU03172KC15101	3.0L DUR	CD4E E	799	01/28/02
1FMYU03172KC29810	3.0L DUR	CD4E E	1462	02/18/02
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1FMYU04122KC49249	3.0L DUR	CD4E E	1165	02/28/02
1FMYU04132KB76313	3.0L DUR	CD4E E	2715	01/15/02
1FMYU04142KC37880	3.0L DUR	CD4E E	1110	02/15/02
1FMYU04152KB99303	3.0L DUR	CD4E E	1464	01/24/02
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Pager: (313) 795-2869 Email: rdalbo@ford.com

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Bob Dalbo

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From: Altonian, Don (D.J.)
Sent: Friday, April 26, 2002 12:09 PM
To: Dalbo, Bob (R.J.)
Cc: Sanders, Murtel (M.S.)
Subject: FW: CQIS reports for stall

Bob, here are the CQIS calls on stall vehicles built on and after 1-16-02

---Original Message---
From: Suarez, Rhoe (R.)
Sent: Friday, April 26, 2002 8:39 AM
To: Altonian, Don (D.J.)
Subject: CQIS reports for stall

These are the VINS of vehicles with CQIS reports after 1/15/02 build dates.

VINS	Engine	trans	miles	build dates
1FMCU03122KC15131	3.0L DUR	CD4E E	446	01/28/02
1FMCU03152KC17939	3.0L DUR	CD4E E	1168	01/28/02
1FMCU041X2KB97847	3.0L DUR	CD4E E	1243	01/17/02
1FMCU04132KB96202	3.0L DUR	CD4E E	2979	01/18/02
1FMCU04192KC39215	3.0L DUR	CD4E E	1424	02/27/02
1FMYU01132KC61785	3.0L DUR	CD4E E	8644	03/01/02
1FMYU031X2KC08014	3.0L DUR	CD4E E	2355	01/17/02
1FMYU031X2KC09132	3.0L DUR	CD4E E	836	01/25/02
1FMYU03112KC16261	3.0L DUR	CD4E E	963	01/28/02
1FMYU03112KC46554	3.0L DUR	CD4E E	1268	02/21/02
1FMYU03132KC84366	3.0L DUR	CD4E E	340	03/12/02
1FMYU03162KB85752	3.0L DUR	CD4E E	112	01/15/02
1FMYU03162KC48655	3.0L DUR	CD4E E	108	02/25/02
1FMYU03172KC15101	3.0L DUR	CD4E E	799	01/28/02
1FMYU03172KC29810	3.0L DUR	CD4E E	1462	02/18/02
1FMYU03182KC61424	3.0L DUR	CD4E E	418	03/05/02
1FMYU041X2KC60693	3.0L DUR	CD4E E	580	03/16/02
1FMYU04122KB98612	3.0L DUR	CD4E E	1100	01/18/02
1FMYU04122KC49249	3.0L DUR	CD4E E	1165	02/28/02
1FMYU04132KB76313	3.0L DUR	CD4E E	2715	01/15/02
1FMYU04142KC37880	3.0L DUR	CD4E E	1110	02/15/02
1FMYU04152KB99303	3.0L DUR	CD4E E	1464	01/24/02
1FMYU04162KB97480	3.0L DUR	CD4E E	6477	01/18/02
1FMYU04172KB74970	3.0L DUR	CD4E E	3338	01/22/02
1FMYU04172KB76914	3.0L DUR	CD4E E	379	01/18/02
1FMYU04172KC29997	3.0L DUR	CD4E E	140	02/18/02
1FMYU04182KC37543	3.0L DUR	CD4E E	911	02/14/02

This is as good as it gets for fast info. If you want the verbatim I have to either cut and paste the cqls reports or download it. I might be able to cut and paste it by today (but we have the FSE meetings today) or I can download it first thing Monday. Let me know.

From: Altoonlan, Don (D.J.)
Sent: Friday, April 26, 2002 12:09 PM
To: Dalbo, Bob (R.J.)
Cc: Sanders, Muriel (M.S.)
Subject: FW: CQIS reports for stall

Bob, here are the CQIS calls on stall vehicles built on and after 1-15-02

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To: Altoonlan, Don (D.J.)
Subject: CQIS reports for stall

These are the VINS of vehicles with CQIS reports after 1/15/02 build dates.

VINS	Engine	trans	miles	build dates
------	--------	-------	-------	-------------

From: Steven Lintiac [SLintiac@mazdausa.com]
Sent: Tuesday, July 09, 2002 2:39 PM
To: 'maander6@ford.com'
Subject: 3 MIS info for Tribute

Muriel,

I wasn't clear at the end of today's meeting, but did you need Tribute 3MIS information? It's no problem to get it to you if you need...just let me know.

Steve Lintiac
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

From: Dalbo, Bob (R.J.)
Sent: Tuesday, June 18, 2002 4:41 PM
To: Sanders, Muriel (M.S.); Le, Dzung (D.H.)
Cc: Duvall, Allen (A.W.); Grawal, Bill (B.S.)
Subject: RE: Escape Stalling

Mr. Le,

Sorry I missed you. I was here from 11:25 until 12:45 when I mistakenly concluded you had been re-prioritized. We are extremely busy trying to resolve this issue and I unfortunately couldn't spare any more time, particularly after missing half of a 30 minute meeting.

I sent you the data provided by FCSD in a separate note. Hopefully you will find it helpful background until we can get together.

Muriel,

Please invite Mr. Le and Mr. Duvall to our Thursday meeting.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

—Original Message—

From: Le, Dzung (D.H.)
Sent: Tuesday, June 18, 2002 4:33 PM
To: Dalbo, Bob (R.J.)
Cc: Duvall, Allen (A.W.); Grawal, Bill (B.S.)
Subject: Escape Stalling

Bob:

Allen and I were at your desk for the meeting until 12:10 this afternoon. I am going to ask Bill set up another meeting which fit every one's schedule.

Regards;
Dzung Le

From: Suarez, Rhae (R.)
Sent: Friday, August 23, 2002 1:28 PM
To: Fournelle, Gilbert (G.); Sanders, Muriel (M.S.)
Cc: Badges, Robert (R.S.)
Subject: Escape Staff Info

Gilbert/Muriel (I know you don't work on this anymore) -

Do you have an electronic copy of the last stall meeting minutes. The recall group would like the chart that keeps track of the implementations we have done.

Please send it to Bob and myself.

Thanks!

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 648) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarezB@ford.com

From: Suarez, Rhae (R.)
Sent: Wednesday, August 14, 2002 10:17 AM
To: Sanders, Muriel (M.S.)
Subject: FW: 97-4373 R3 TSB Escape 3.0L - Reprogram/Repl PCM driveability Che (FCSD Global Template v1.0 WORK Notification)

Fyi - I got it back.

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

From: rsuarez8@ford.com [mailto:rsuarez8@ford.com]
Sent: Wednesday, August 14, 2002 11:12 AM
To: rsuarez8@ford.com
Subject: 97-4373 R3 TSB Escape 3.0L - Reprogram/Repl PCM driveability Che (FCSD Global Template v1.0 WORK Notification)

(Begin automated email)

PRIVILEGED AND CONFIDENTIAL
Confidential Information - Do Not Distribute
*** DRAFT ***

This is an automated message that you have some work to complete for the FCSD Global Template v1.0 process. Please review this information and respond as soon as possible.

Business Process: FCSD Global Template v1.0
Title: 97-4373 R3 TSB Escape 3.0L - Reprogram/Repl PCM driveability Che
From: {}
To: rsuarez8 (110 SSM Author)
Last act and comments by: as of 14-Aug-2002 10:11 AM
Workflow Name: Global Template Preparation, Action Taken: Restart per author request

Select this URL to access this instance of work:
<http://www.workflow.ford.com/metro/bin/metro.exe?WLID=659956>

Select this URL to access your Workbox:
<http://www.workflow.ford.com>

(End automated email)

From: Suarez, Rhae (R.)
Sent: Friday, August 02, 2002 1:42 PM
To: Sanders, Muriel (M.S.)
Subject: RE: Safety stall meeting

Yeah, I'll send it to you..... I am going to talk it over with the OASIS people because there are a few things that might not make them happy. But if they know who was in our meeting then who knows!

-----Original Message-----
From: Sanders, Muriel (M.S.)
Sent: Friday, August 02, 2002 1:39 PM
To: Suarez, Rhae (R.)
Subject: RE: Safety stall meeting

I heard most of what was said. Are y'all going to send out a copy of the changes? If so, can you send it to me, please.

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

-----Original Message-----
From: Suarez, Rhae (R.)
Sent: Friday, August 02, 2002 1:08 PM
To: Sanders, Muriel (M.S.)
Subject: RE: Safety stall meeting

It's all the safety people if you want to call in. They will be hacking up our message so you might want to. =)

-----Original Message-----
From: Sanders, Muriel (M.S.)
Sent: Friday, August 02, 2002 1:07 PM
To: Suarez, Rhae (R.)
Subject: RE: Safety stall meeting

I didn't get meeting notice. Bob should be...

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

-----Original Message-----
From: Suarez, Rhae (R.)
Sent: Friday, August 02, 2002 1:06 PM
To: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: Safety stall meeting

Are you guys calling into the meeting?

954-1118
6456211#

From: Suarez, Rhea (R.)
Sent: Friday, August 02, 2002 1:08 PM
To: Sanders, Muriel (M.S.)
Subject: RE: Safety stall meeting

It's all the safety people if you want to call in. They will be hacking up our message so you might want to.
=)

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

From: Sanders, Muriel (M.S.)
Sent: Friday, August 02, 2002 1:07 PM
To: Suarez, Rhea (R.)
Subject: RE: Safety stall meeting

I didn't get meeting notice. Bob should be...

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Suarez, Rhea (R.)
Sent: Friday, August 02, 2002 1:06 PM
To: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: Safety stall meeting

Are you guys calling into the meeting?

954-1118
6456211#

From: Steven Lintiacco [SLintiac@mazdausa.com]
Sent: Monday, July 22, 2002 1:49 PM
To: Sanders, Muriel (M.S.); Suarez, Rhae (R.); Dan Rothweiler; Price, Martin (M.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Altoonian, Don (D.J.)
Subject: RE: TSB Revision

I agree. How about as a "NOTE" at the very beginning of the service procedure (ie: between Service Procedure and "Please use the following conditions for all tests.....").

Steve

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

From: Sanders, Muriel (M.S.) [mailto:msander6@ford.com]
Sent: Monday, July 22, 2002 9:56 AM
To: Suarez, Rhae (R.); Rothweiler, Daniel (D.); Price, Martin (M.); Lintiacco, Steven (S.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Altoonian, Don (D.J.)
Subject: RE: TSB Revision

Hi everyone,

Bob suggested that we add some wording to the TSB to highlight the fact that there are multiple causes for the stalls so each step needs to be done. What do y'all think? If you think we should add it, where would you suggest putting it?

Sample wording: The concern may have several causes so it is important to complete each step of this bulletin.

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com

From: Suarez, Rhae (R.)
Sent: Monday, July 22, 2002 1:37 PM
To: Sanders, Muriel (M.S.)
Subject: RE: TSB Revision

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

From: Steven Lintiac [mailto:SLintiac@mazdausa.com]
Sent: Friday, July 19, 2002 1:46 PM
To: 'rsuarez8@ford.com'
Subject: RE: 97-4373 R1 TSB Escape 3.0L - Reprogram/Rapl PCM driveability Cha (FCSD Global Template v1.0 Request for Input)

Rhae,

I had to get my reading glasses out for this one.....

(first NOTE) Correct spelling of "throttle"

(step 2) after listing P/# of check valve, add "Note: It is not necessary to replace the check valve." (don't know if this is really needed, but it might make it more clear to technician.

(step 11) omit "please contact Ford hotline..." and replace with "please refer to section xxx-xxx, ENGINE-TROUBLESHOOTING INDEX-POOR IDLING of the Workshop Manual for further diagnosis.

I don't know Ford's policy, but Mazda typically tries not to put notes in about calling the hotline (techs will do it anyway).

Steve

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

From: Sanders, Muriel (M.S.)
Sent: Monday, July 22, 2002 1:31 PM
To: Suarez, Rhae (R.)
Subject: RE: TSB Revision

What else did Steve find?

Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

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

From: Suarez, Rhae (R.)

Sent: Monday, July 22, 2002 1:19 PM
To: Sanders, Muriel (M.S.)
Subject: RE: TSB Revision

sounds good. Let me know what everyone else thinks and where to put it and I'll do so when we are ready to submit it into the system.

Steve also found some other corrections so I'll add those as well.

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

From: Sanders, Muriel (M.S.)
Sent: Monday, July 22, 2002 12:56 PM
To: Suarez, Rhae (R.); Rothweiler, Daniel (D.); Price, Martin (M.); Limtiaco, Steven (S.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Altonian, Don (D.J.)
Subject: RE: TSB Revision

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Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Suarez, Rhae (R.)
Sent: Monday, July 22, 2002 1:18 PM
To: Sanders, Muriel (M.S.)
Subject: RE: TSB Revision

sounds good. Let me know what everyone else thinks and where to put it and I'll do so when we are ready to submit it into the system.

Steve also found some other corrections so I'll add those as well.

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

From: Sanders, Muriel (M.S.)
Sent: Monday, July 22, 2002 12:56 PM
To: Suarez, Rhae (R.); Rothweiler, Daniel (D.); Price, Martin (M.); Limtiaco, Steven (S.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Altonian, Don (D.J.)
Subject: RE: TSB Revision

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Muriel Sanders

U204 3.0L Calibration
Ford Motor Company

From: Suarez, Rhae (R.)
Sent: Friday, August 02, 2002 1:06 PM
To: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: Safety stall meeting

Are you guys calling into the meeting?

954-1118
6456211#

From: Suarez, Rhae (R.)
Sent: Friday, July 26, 2002 7:49 AM
To: Sanders, Muriel (M.S.)
Subject: RE: TSB Revision

Thanks Muriel. Let me know. I need to send Laura a copy of the draft so she can get it ready for the ASO/OGC meeting we talked about yesterday.

—Original Message—

From: Sanders, Muriel (M.S.)
Sent: Thursday, July 25, 2002 4:50 PM
To: Suarez, Rhae (R.)
Subject: TSB Revision

Hi Rhae,

The TSB is currently worded for 2001 & 2002 only. We need to make some changes to add 2003.

Here's the changes I can think of off-hand.

- APPE
 - changed to Motorola for 2003 Job 1
 - need to add a note that this step is only applicable for 2001 & 2002.
- Evapassy
 - The new system will not have the check valve that we reference when blowing out the vent line
 - This step will probably need to be re-worded
- Calibration
 - Add note that some early 2003 vehicles may have 2002 calibration (just need to add-on to last sentence)
 - I also need to give you the PCM chart info (tear tag, part #, etc)
- Finned pintle IAC
 - This step should still be ok, but I want to double check

Naturally, to make this easy, each part will have a different implementation date at KCAP that is unknown at this time.
:-)

Anyway, I will look at the TSB tomorrow morning and verify these are the only changes. I'll also work on any re-wording or additions that need to be made. I don't anticipate it taking me long, but I wanted you to be aware that changes are necessary.

Talk to you later.

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

From: Suarez, Rhee (R.)
Sent: Thursday, July 25, 2002 10:00 AM
To: Sanders, Muriel (M.S.)
Subject: FW: TSB Revision

Here is all the stuff I have that people suggested for changes.....

I'll be right there.

—Original Message—

From: Fournelle, Gilbert (G.)
Sent: Monday, July 22, 2002 6:56 AM
To: Sanders, Muriel (M.S.); Suarez, Rhee (R.); Dalbo, Bob (R.J.)
Subject: RE: Calibration info

Rhee,

The white paper will be sent to VEE today 7/22.

Regards,

Gilbert Fournelle

V6 U204 Calibration Engineering

1AE27 Truck Engine Engineering (TEE)

Phone:(313)3904968 Fax:(313)3231786

—Original Message—

From: Jensen, Ted (T.E.)
Sent: Tuesday, July 23, 2002 9:39 AM
To: Durfee, Tom (T.P.)
Cc: Danes, Adam (A.V.); Kosko, Jeff (J.R.); Sanders, Muriel (M.S.)
Subject: RE: 97-4373 R1 TSB Escape 3.0L - Reprogram/Repl PCM driveability Che (FCSD Global Template v1.0 Request for Input)

Tom,

The note about engine RPM at the beginning may be more appropriately incorporated into the step for the IAC valve. Why would the engine slowly ramp up? Is this the engine start? If it is engine start, say so. "Engine RPM ramps up at engine start. It"

Step 3 does not trap an original, or replacement, new style valve that is not performing correctly. The TB will be replaced and a bad IAC could remain. Insert and replace after sentence 4 - "If IAC duty cycle is out of specification, and the IAC

valve has just been replaced as detailed above, replace the throttle body with part number 2L8Z-9E926-AB. Verify corrective action and proceed to step X. If IAC duty cycle is out of specification, and IAC valve is part number 1L8E-9F715-AA, replace the IAC valve with part number XXXX-9F715-XX. Verify corrective action. If the IAC duty cycle remains out of specification, replace the throttle body with part number 2L8Z-9E926-AB. Verify corrective action then proceed to step X.

X. If the fuel trims "

Remember the steps as needed.

There are some wording improvements that could be made. I will leave those to others. I have focused on the IAV valve portion of the TSB.

Ted Jensen

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

From: Dan Rothweiler [mailto:DRothwel@mazdausa.com]
Sent: Monday, July 22, 2002 3:06 PM
To: 'Sanders, Muriel (M.S.); Suarez, Rhae (R.); Dan Rothweiler; Price, Martin (M.); Steven Limtlaco; Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Altonian, Don (D.J.)'
Subject: RE: TSB Revision

How about putting it as a Note at the end of the Description but above the Repair procedure. I'd like it to say "NOTE: This concern may have several causes so it is important to complete each step of this bulletin in its entirety".

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

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To: 'rsuarez8@ford.com'
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Muriel Sanders

U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307

Planta, Paul (P.G.)

Subject: DPFE Sensor Review for EPA Meeting-2 nd Review
Location: POEE CR AA160 (same as 11/6)
Start: Wed 11/13/02 12:00 PM
End: Wed 11/13/02 2:00 PM
Recurrence: (none)
Meeting Status: Meeting organizer
Required Attendees: Brown, Robert (R.D.); Kulp, David (D.L.); Trujillo, Thomas (T.G.); Awad, Mahmoud (M.I.); Johnson, Joe (J.H.); Douglass, Jim (J.B.); Maaura, Gordon (G.P.); O'Neill, Jim (J.D.); Maurer, James (J.B.); Gates, Freeman (F.C.); Planta, Paul (P.G.)

Review assignments from 11/6/02 meeting:

- REVISE PER 11/13 COMMENTS*
- 1) Freeman Gates: Timeline of DV test changes since original DV
 - 2) Freeman Gates: One paragraph summary of Kavlico position on failure root cause.
 - 3) Jim Maurer: Update all graphs/charts as required per 11/8 meeting discussion (yellow post it). Include 2001 and 2002 MY's.
 - 4) All: Discuss additional requirements for EPA.

Jim/Freeman, please send your completed documents to Robert, Dave and Jim D. before the meeting (E Mail) for review.

3000 WINDSTAR 80 SENSOR ISSUE JOE JOHNSON
W. PLANTA

From: Sanders, Muriel (M.S.)
Sent: Monday, March 18, 2002 10:14 AM
To: Altoonian, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Cary Powell, Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dan Rothweiler; De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald; Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Koeko, Jeff (J.R.); Kwon, Soon (S.K.); Lintiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehrsen, Eric (E.A.); Marok, Edmond (E.C.); Matasa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeaki (S.); Naveed Khan; Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortnan, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquespau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shiraiishi, Masaru (M.); Stigenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.); Williamson, David (D.E.); Yeung, Lam (.)
Subject: U204 Phantom Stall Meeting 3/21/02

Here is the updated meeting information for this week. A meeting notice will follow.

New dial-in information:

Dial in: 1-877-870-3431 or Fordnet: 9-1-954-1143

International Participants # 1 (630) 693-1703

Passcode: 7865386#

For 3/21/2002 Only:

Location is TEE Conference Rm 1

Meeting time remains the same as Thursdays, 2-3pm.

Have a good day.

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

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E-mail: msander6@ford.com

Kavlico TM dPFE Sensor Core Team

January 10, 2002

1:00 - 3:00 p.m.

POEE, DI-196 (FMEI War Room)

Meeting Minutes

Attendees: Mary Atkins (Kavlico), Sheran Atlas, Mahmoud Awad, Don Ayers (Kavlico), Mark Freeland, Freeman Gates, Chris Nielsen, Jim O'Neal, Karen Owens, Chris Panaretos, Terry Tamashiro (Kavlico), Carol Verner, Ken Pascany, Tamara DiCicco, John Jahshan, Brian Perry, Lynn Seboid, Jim Douglass, Barry Bugaj (Kavlico).

1. **Corrections to last minutes:** Will be added to meetings along with walk-in's, next meeting agenda items.
2. **New Faces:** Brief introductions of new people: Lynn Seboid (PCSB), Brian Perry (add as core team member), John Jahshan (add to overall team roster), Dave Tyler, Tamara DiCicco (webmaster), Ken Pascany (in for Ken Arnold), Chris Nielsen (FCSD).
3. **Field Return Parts Analysis and Blaming (Mark Freeland/Mary Atkins):** Teleconference with Kavlico Engineering conference room (California office): Terry Tamashiro, Don Ayers

Mary Atkins: List of vehicles w/mileage bands, dates that Kavlico has to analyze. Mary A. needs to pull reports on VINs and will compare to parts. Will pull more recent returns from 6/01 build date. Terry Tamashiro (Kavlico) confirmed. 2.0L Focus dPFE months of production July 00-June 01; mileage (M) of 5000 or less. Once Terry receives Mary A's parts he will update list. Add 4.0L, per Freeman. Not contaminated with early problems. 6/01 and beyond. 2001 (not Explorer) needs to go into 14D. Mary needs to pull warranty parts; not sure of how to separate. 2 from 2001 built in 7/01 and 8/01 might be mislabeled. Mary will pull from 1/01 the 4.0L Explorer January-March 01 vehicle build for highest time in service. Karen Owens asked: What is timing of completion of investigation? Kavlico: They will have the parametric data for all units they have in house right now (still need to figure out - do they have all?). Already have data for most; can send out matrix that have already been complete. Have been working on Focus returns (parametric data and test data) already have for analysis. Assignment for next meeting: What is timeline/workplan for July-Sept. 2002 root cause analysis? Identify specific RML numbers, then identify how many complete, then how many to go through 1st and 2nd lines. Paul: Does Kavlico need assistance from K. Kerezi? Karen is currently supporting Mary with investigation of VINs.

Mark Freeland: E-mailed document to Kavlico. Kavlico has been focusing on analyzing Focus data (695 parts). See Mark's handout. Unprotected area damage (UPAD) (p.4) is symptoms, not root cause. Broken by Month of Sensor Production. Kavlico not going to level of analysis (due to time and cost); there may be number of parts that belong in transient voltage (could be 33% of problem). P.5 is parable of big bitter. 2nd graph on p. 5 is analysis of failures post 11/31. Analysis to date on Focus parts. Freeman: most significant is Kavlico's ability to take 30 dates and trace back to wafer (or small number of wafer lots). Don currently identifying. Mark will call in next Tuesday to give the team his findings.

4. **Clean Data/Part No. for Transient Voltage Spike Protection Sensor (Mary Atkins):** Clean date is 1/7/02. Date code 2A07B. Karen asked Don where they shipped parts to? Mary to get with him. Alert no. A11304528 is attached to parts. Mary should see J. Johnson's people to verify applications with part numbers. Then forward out final document to Karen Owens for approval and Chris Panaretos to publish. Need to put part numbers into 14 D (once we get from Mary on Tuesday). Are we missing government paperwork, fact sheets, etc. with new part numbers? On Focus as well as other platforms. Question to J. Douglass (Paul Plante): If parts are listed as 'alternate' in documentation in emission compliance? If a replacement part, can be listed as alternate in documentation. See Freeman for details. Calibration transparency from old tube mount to new? Do we need to formally list part no. as alternate? Probably yes. FCSD: Have they been notified, and do they know to purge? Chris Nielsen: Can you release us to build up stock. He can work with Mary for volumes as we work with Kavlico office in California to purge what FCSD has. Can print and fast track parts before they do purge? Mary to give him numbers. Who releases? Someone in Jim O'Neal's group: one of 5 CPMT leaders? Take offline. Get 2

names: NAAO and Europe. Assignment: Carol Verner to confirm release engineer from Jim O'Neill's dept., states purged stock, contact Chris Nielsen.

5. **Website Information (Tamara DiCicco and Dave Tyler):** Tamara and Dave attended to talk about structure and security of website. All agency should have access. Can specify CDS i.d.'s (i.e. Visteon), FAS (Ford, Agency, supplier, separate CDS i.d. for Visteon). We will make changes to structure and content as a working group. Anything that doesn't belong in website will be on a working shared drive. Review all documents and send revised to Dave Tyler. Assignment: Chris Make sure all documents are sent to Dave Tyler, with exception of confidential documents. See Larry Harris for secured shared drive for the team to use.
6. **Best of the Best: 2002 MY 4.0L Explorer and Stalls (Mahmoud Awad):** Presented charts on warranty data findings. Add months of production. Legend for 2 months time in service not showing up. Pick darker color. Explorer (not contaminated). Points of similarity between both charts. Label D02, D21. Sensor replacement. R/1000. Put in February data (per Karen). Assignment: Mahmoud will update and prepare for presentation on 1/15/02. Send all copies to Chris Panaretos for evidence book.
7. **Technical Offsite Date (1/24/02 or 1/31/02):** The meeting was decided to take place on 1/31/02. This will be a technical working meeting for the core team only. Details to follow. Assignment: Chris to set up meeting at FTDC. Summarize where we are technically: Fishbone; Is/Is Not; one page technical overview (Freeman Gates), one-hour overview of EGR system (how sensor is used, symptoms, strategic analysis of big hitters -- mask misalignment, unprotected area damage); summarize analysis from Mark Freeland; Kavlico expert on unprotected damage (Don Ayers, Brady Davies) -- Mary will talk to them to find out who should be there; Freeman will publish preliminary agenda in about a week (1/17). Jim O'Neill suggested he also provide write-ups before meeting to anyone on the team for prep for the meeting. Freeman will provide One-page technical overview to core team and John Kozzewnik for review on Tuesday. Will give updates on 1/15 and 1/17.
8. **John Kozzewnik Agenda review 1/15/02, 12-2:00 pm., War Room:** We will teleconference with Kavlico (Mark Freeman will be there). Agenda for Tuesday (1/15) -- this will be an informational meeting for John Kozzewnik. This meeting will take place of the regular core team meeting. Please be on time as we have a full schedule:
 - Introductions (All)
 - Agenda Review (All)
 - Corrections to last meeting minutes (All)
 - Reliability: 5 Worst Applications and Best of the Best (Mahmoud Awad)
 - Review updates to 14D (Karen Owens)
 - One page overview (Paul Phante)
 - One Page Technical paper (Freeman Gates)
 - Kavlico Update (Mark Freeland)
 - Walk ins
 - Next Meeting agenda items

9. **Walk ins:**

Carol Verner: Update vehicle affected list. 3.0L Vulcan Ranger does not have Kavlico sensor, need to drop off. Send out to systems groups (14D). Carol will provide latest update for 14D to Karna (volumes). 2001 Explorer/Mountaineer should be removed (does not have Kavlico sensor). Explorer Sport, Sport Trac, Stripped Postal Chassis: Volumes go up. Changed to dFFE sensor in 7/00. Do we bump up volumes? Carol to talk to Jeff Duclos (4.0L C&P) to confirm. Expedition volume also adjusted (per Ian Crawley). Carol needs help identifying 5.0L (Cheryl Milakovich, Jeff Duclos). Taurus/Sable still working out volumes because converted to Motorola sensor 12/01. Some production may have still gone out with Kavlico sensor. Volumes need to be adjusted due to changeover. Based on Carol's update, Mahmoud will update warranty charts with this new data (some applications dropped off).

Chris Panaretos to send Jim Douglass warranty charts, 14D (Paul will send, updated with Carol's information). Forward all requests to Paul (for 14D only). Verify with Karen Owens. Update 14D next week.

Paul: Talking to purchasing; need one person to attend and contribute to meeting. Should it be John Shore? Chris Nielsen will talk to him and determine point of contact. At least one should be at our meetings. Chris Nielsen will notify Paul.

Assignments:

- Provide timeline/workplan for July-Sept. 2008 root cause analysis. - Kavlico (Mary Atkins)
- See J. Johnson's people to verify applications with part numbers. Then forward out final document to Karen Owens for approval and Chris Panaretos to publish. - Mary Atkins
- Need to put part numbers received and verified from Kavlico into 14 D. - Paul Plants
- Confirm release engineer from Jim O'Neill's dept., contact Chris Nielsen. - Carol Verner
- Send all web-ready documents to Dave Tyler. See Larry Harris for secured shared drive for the team to use. - Chris Panaretos
- Update Warranty charts (with new volume data) and prepare for presentation on 1/15/02. Send all copies to Chris Panaretos for evidence book. - Mahmoud Awad
- Set up meeting at FTDC for 1/31/02 Technical offsite. - Chris Panaretos
- Discuss with Kavlico who should attend the technical offsite meeting on 1/31/02. - Mary Atkins
- Publish preliminary agenda for Technical offsite by 1/17 core team meeting. - Freeman Gates
- Provide One-page technical overview to core team and John Kuzewnik for review on Tuesday. Will give updates on 1/15 and 1/17. - Freeman Gates
- Provide latest update on volumes for 14D to Karen Owens. - Carol Verner
- Please be on time for 1/15/02 meeting at noon, as we have a full schedule!

Brown, Robert (R.D.)

From: Douglas, Jim (J.B.)
Sent: Thursday, January 17, 2002 8:15 AM
To: Brown, Robert (R.D.); Masura, Gordon (G.P.); Londy, George (G.L.)
Subject: FW: dPFE sensor part sales

FYI

—Original Message—

From: Shore, John (J.)
Sent: Wednesday, January 16, 2002 3:19 PM
To: Douglas, Jim (J.B.); Bandoaka, Pete (P.F.)
Subject: dPFE sensor part sales

Part sales for the two dPFE sensors as requested in the 1-15-02 meeting.

SERVICE PART: YF12- 9J460-AC SENSOR ASY
RECEIVING LOCATION: _____ DEMAND GROUP: _____
CUSTOMER TYPE: _____ BACKCAST: Y
SOI Code: _____

A	C	MONTH	YEAR	Quantity	Replaced Part Number	Message
		01	2002	9535		
		12	2001	19318		
		11	2001	18840		
		10	2001	13566		
		09	2001	11835		
		08	2001	14987		
		07	2001	14548		
		06	2001	14030		
		05	2001	19609		
		04	2001	13768		
		03	2001	9980		
		02	2001	6715		
		01	2001	3435		
		12	2000	1756	YF12- 9J460-AB	REPLACED
		11	2000	1488		
		10	2000	1110		
		09	2000	909		
		08	2000	917		
		07	2000	769		
		06	2000	1063		
		05	2000	891		
		04	2000	526		
		03	2000	431		
		02	2000	226		
		01	2000	97		
		12	1999	21		
		11	1999	19		
		10	1999	8		
		09	1999	8		
		08	1999	0		
		07	1999	0		

SERVICE PART: YF12- 9J460-AC SENSOR ASY
BACKCAST: Y DEMAND GROUP: _____

A C	YEAR	Quantity	Replaced Part Number	Message
-	2002	9784		
	2001	171118		
	2000	10719	YF1Z- 9J460-AB	REPLACED
	1999	56		
	1998	0		
	1997	0		
	1996	0		

SERVICE PART: YS4Z- 9J460-AA SENSOR ASY
 RECEIVING LOCATION: DEMAND GROUP:
 CUSTOMER TYPE: BACKCAST: Y
 SDI Code:

A C	MONTH	YEAR	Quantity	Replaced Part Number	Message
-	01	2002	2598		
	12	2001	4833		
	11	2001	4157		
	10	2001	2446		
	09	2001	1075		
	08	2001	1840		
	07	2001	1932		
	06	2001	2978		
	05	2001	3175		
	04	2001	2562		
	03	2001	1552		
	02	2001	1154		
	01	2001	483		
	12	2000	122		
	11	2000	28		
	10	2000	11		
	09	2000	0		
	08	2000	0		
	07	2000	0		

SERVICE PART: YS4Z- 9J460-AA SENSOR ASY
 BACKCAST: Y DEMAND GROUP:

A C	YEAR	Quantity	Replaced Part Number	Message
-	2002	2807		
	2001	35309		
	2000	192		
	1999	0		
	1998	0		

John Shore
 Recall Parts Program Manager
 ACSG - Ford Customer Service Division
 Office - 734 288-9789
 FAX - 734 288-1166
 Page - 734 797-5991
 E-mail - Jshore@Ford.com

Brown, Robert (R.D.)

From: Douglass, Jim (J.B.)
Sent: Friday, February 01, 2002 3:04 PM
To: Brown, Robert (R.D.)
Subject: FW: Escape/Tribute Engine Stall Problem?

FYI

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

From: Campbell, Stacie (S.J.)
Sent: Friday, February 01, 2002 2:56 PM
To: Douglass, Jim (J.B.); Deibo, Bob (R.J.)
Subject: RE: Escape/Tribute Engine Stall Problem?

Bob,

Can you shed some light on Mazda's question listed below? Does this have anything to do with white paper 03.14.01-1317?

Stephanie's and Ken's notes explain the issue.

II-2 Engine stall problem for Escape/Tribute
(Question)
Have you submitted the EDIR for this problem?

(Background)

We've never received the EDIR from your side even though some countermeasures have been taken for ECU, Air flow sensor. We would like to know the status.

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

From: Douglass, Jim (J.B.)
Sent: Friday, February 01, 2002 12:40 PM
To: Campbell, Stacie (S.J.)
Subject: FW: Escape/Tribute Engine Stall Problem?

Stacie,

Can you shed any light on this? Mazda's agenda says "countermeasures have been taken for ECU, Air flow sensor". Have there been related R/C's? Thanks.

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

From: Sweeney, Stephanie (S.L.)
Sent: Friday, February 01, 2002 11:56 AM
To: Douglass, Jim (J.B.)
Subject: RE: Escape/Tribute Engine Stall Problem?

It was initially brought into CCRG in the August timeframe. The vehicle would stall, usually while decelerating, but could always be restarted. During our investigation, NHTSA sent us an inquiry of their own. By the VOQs in the NHTSA system, they noticed quite a few were being repaired by replacing a specific module and they thought this indicated a potential problem. This all occurred around the same time we had our first joint Sue Cischke meeting and you mentioned another issue where Escape was a major player. We don't know if the two items are connected since they weren't looking at EGR's for the CCRG issue.

Stephanie L. Sweeney

Manager, Truck Internal Investigations
Production Vehicle Safety and Compliance
Automotive Safety Office

(313) 33.76969 (phone)
(313) 59.42258 (fax)
(313) 786.5775 (text pager)
sweeney@ford.com

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

From: Douglass, Jim (J.B.)
Sent: Friday, February 01, 2002 10:59 AM
To: Sweeney, Stephanie (S.L.)

Subject: FW: Escape/Tribute Engine Stall Problem?

Stephanie,

Does this issue sound familiar to you? If so, what can I tell Mazda? Also, should we have this under review in EPRC? Thanks.

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

From: Powers, Ken (K.W.)
Sent: Friday, February 01, 2002 10:52 AM
To: Douglass, Jim (J.B.)
Subject: RE: Escape/Tribute Engine Stall Problem?

No. This is now a NHTSA investigation and is related to multiple items, one of them being calibration. The fixes are in the plant now and available for service. It is a very sensitive and emotional issue.

Ken Powers

Escape/Tribute PVT Manager, KCAP
Ph: 818-458-1729; Fax: -1726

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

From: Douglass, Jim (J.B.)
Sent: Thursday, January 31, 2002 3:14 PM
To: Powers, Ken (K.W.)
Subject: Escape/Tribute Engine Stall Problem?

Ken,

VEE is meeting with Mazda representatives the morning of Tuesday, February 5th. One item on Mazda's agenda is: "Engine stall problem for Escape/Tribute". Would you have any idea what their talking about? Would it be related to the db EGR sensor? Thanks.

Brown, Robert (R.D.)

From: kawaguchi.kei@mazda.co.jp
Sent: Monday, June 10, 2002 5:35 AM
To: rbrown8@ford.com
Cc: itosaka@mazdausa.com; jdouglas@ford.com; glondy@ford.com; mmotoha2@ford.com; utamura.t@mazda.co.jp; shihara.t@mazda.co.jp; lmada.t@mazda.co.jp; matsumoto.yo@mazda.co.jp; nishitani.h@mazda.co.jp; taguchi.yo@mazda.co.jp; kitagawa.k@mazda.co.jp; ochiai.n@mazda.co.jp; takahashi.k@mazda.co.jp
Subject: Mazda Draft EDIRs



EPA letter.PDF



J14 2L Boost Sensor
Draft.doc...



MPV ISC-v EDIR.doc

> Dear Mr Brown,
>
> Attached for your review are our draft of EDIRs regarding
> "2001-2002MY Tribute 2.0L Boost(EGR Pressure) Sensor" and
> "2000-2001MY MPV 2.5L Duratec(GYD) ISC-valve".
>
> Tribute 2.0L Boost(EGR Pressure) Sensor
> Mazda plans to submit the EDIR triggered by the EIR reviewed by Ford
> on May 31 2002.
> EDIR submission followed by EIR is required in EPA letter of December
> 9 1994.
> For the detail, please refer to the attached EPA letter.
> <<EPA letter.PDF>>
> When we submitted Tribute 3.0L EDIR in November 2001 regarding the
> same matter, we included;
> "The material modification of Aluminum traces is scheduled to be
> incorporated in production in January 2002".
>
> Since Tribute 2.0L and 3.0L have the common problem, we understand
> that the production period for Tribute 3.0L is also applicable to
> Tribute 2.0L.
> Is our understanding correct?
>
> If Ford has already submitted EDIRs regarding Escape 2.0L/3.0L to EPA,
> could you please provide us the copies of your EDIRs?
> <<J14 2L Boost Sensor Draft .doc>>
>
> MPV 2.5L Duratec(GYD) ISC-valve
> We are informed that this problem of GYD engine, produced by Ford, had
> occurred in Ford product.
> Have you ever submitted EDIR upon ISC-valve (product number before
> countermeasure: XS2E-9F715-BA) on any models?
> <<MPV ISC-v EDIR.doc>>
>
> We would like to have your reply by Wednesday 12 June.
> We are very sorry for the short review time.
>
> If there is any further question, please let us know.
>
> Thank you for your cooperation.
>
> Regards,
> Kaz Takahashi
> Manager

- > America, Asia&Pacific Certification Gr.
- > Environmental&Safety Engineering Dept.
- > Mazda Motor Corporation

Brown, Robert (R.D.)

From: Souchock, Peter (P.D.)
Sent: Friday, March 22, 2002 10:45 AM
To: Brown, Robert (R.D.)
Subject: FW: dPFE

✓
(2)

Importance: High

Robert,
In the course of investigating an Escape Stalling issue we had a discussion with Mark Freeland on the dPRE investigation. One question we have is are there any investigations on emissions compliance you may be leading on this topic. Is there someone we can talk to within your group on dPFE?
Pete Souchock

---Original Message---

From: Sanders, Muriel (M.S.)
Sent: Thursday, March 21, 2002 4:08 PM
To: Williams, Les (LHW)
Subject: RE: Buybacks

It went ok. There wasn't a lot of people on the line today. The DPFE was discussed a lot. I guess they finally got the part number changed, but didn't tell anyone. We're in the process of getting warranty data on it to see if it contributes to stalls on the Escape. Probably discuss more at next week's meeting.

Muriel Sanders
U204 3.0L Calibration
Ford Motor Company
Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

---Original Message---

From: Williams, Les (LHW)
Sent: Thursday, March 21, 2002 3:53 PM
To: Sanders, Muriel (M.S.)
Subject: RE: Buybacks

how was stall meeting? I wanted to make it but was in another meeting.

**DRIVEABILITY—INTERMITTENT ENGINE QUIT OR
IDLE DIP—NO DIAGNOSTIC TROUBLE CODES
(DTCs) PRESENT—VEHICLES EQUIPPED WITH 3.0L
DURATEC ENGINE ONLY**

**Article No.
02-23-1**

FORD: 2001-2003 ESCAPE

Article 02-11-6 is being republished in its entirety to update the Model Year and Calibration Information.

ISSUE

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit and restart condition. This is usually a one-time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). Due to the intermittent nature of the condition and the multiple potential causes of the condition, the complete bulletin checklist and all appropriate part replacements should be performed regardless of whether the condition can be duplicated by the technician. Otherwise, customers may experience the intermittent condition and be forced to return to the dealership. If the vehicle is no longer eligible for warranty coverage, discuss this service with the customer before performing.

ACTION

In addition to normal diagnostics, perform ALL of the following Driveability Checklist. Although the condition may not be possible to duplicate, it is recommended to perform this bulletin checklist in its entirety to resolve the condition.

SERVICE PROCEDURE

NOTE

THIS CONDITION MAY HAVE SEVERAL CAUSES, AND IT IS VERY IMPORTANT TO THOROUGHLY AND COMPLETELY PERFORM EACH STEP. IF EACH STEP IS NOT PERFORMED COMPLETELY, THE RESULT COULD BE AN INCOMPLETE OR REPEAT REPAIR.

NOTE

DUE TO THE INTERMITTENT NATURE OF THE CONDITION AND THE MULTIPLE POTENTIAL CAUSES OF THE CONDITION, THE COMPLETE

BULLETIN CHECKLIST AND ALL APPROPRIATE PART REPLACEMENTS SHOULD BE PERFORMED REGARDLESS OF WHETHER THE CONDITION CAN BE DUPLICATED BY THE TECHNICIAN.

Please use the following conditions for all tests described below unless stated otherwise:

- Transmission in Park
 - Engine at idle at approximately 750 RPM
 - Engine temperature should be at least 190° F (88° C)
 - All accessories and the engine cooling fan should be off
1. Determine if the Evaporative Vapor Management (EVAPVM) duty cycle is operating properly. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then reset back to 0% duty cycle while FTP holds at approximately 2.6 volts. If the duty cycle does not increase within 5 minutes, turn on the headlights and the AC with the blower on high. The duty cycle should start increasing within 5-10 minutes. Do not replace the EVAPVM valve if the duty cycle functions correctly. If the duty cycle stops increasing and remains at 85-100% while FTP holds at approximately 2.6 volts, replace the EVAPVM valve with part number YL8Z-9C915-AA. Verify corrective action then proceed to Step 2.

NOTE

2003 VEHICLES BUILT IN LATE 2002 CALENDAR YEAR OR AFTER WILL HAVE A REVISED EVAPORATIVE EMISSIONS SYSTEM THAT REMOVES THE CHECK VALVE. IF THE VEHICLE IS NOT EQUIPPED WITH A CHECK VALVE, IT IS NOT NECESSARY TO PERFORM STEP 2 OF THIS PROCEDURE.

Article No. 02-23-1 Cont'd.

2. Disconnect the vent line in the evaporative emissions system from the check valve side (for reference check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases, can cause the condition to occur. Verify corrective action then proceed to Step 3.
3. Inspect the Idle Air Control (IAC) Valve. If the valve is not part number 1L8E-9F715-AA, replace with part number 1L8Z-9F715-AA which will also require latest calibration level given in Step 4 or 5.

NOTE

ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS. IF RPM IS OVER 750 RPM, MOMENTARILY OPENING AND CLOSING THE THROTTLE WILL LOWER THE RPM.

Verify that IAC duty cycle is between 32-40% with no purge flow (EVAPVM duty cycle is 0%) and fuel trims (SHRTFT1, SHRTFT2, LONGFT1, LONGFT2) are less than 15%. If IAC duty cycle is within specification proceed to Step 4 now. If IAC duty cycle is out of specification, replace the throttle body with part number 2L8Z-9E926-AB. If the fuel trims are above 15%, disconnect the Mass Air Flow Sensor (MAF) and recheck the fuel trims. If the fuel trims drop to below 15%, replace the MAF sensor with part number 1L2Z-12B579-BARM. If fuel trims stay above 15%, check for vacuum leaks and check the fuel system. Verify corrective action then proceed to Step 4.

4. For vehicles sold in the U.S. and Canada perform the following: Reprogram PCM with WDS. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A850-AXD. If the PCM is MPC 161, then just reprogram with WDS. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7A-12A850-AXD for 2001, 2U7A-12A850-CZB for 2002 or 3L8A-12A850-BC for 2003. Note that some early 2002 vehicles may have the 2001 calibration. Proceed to Step 5.
5. For vehicles sold in Mexico perform the following: Reprogram PCM with WDS. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A850-AZD. If the PCM is MPC 161, then just reprogram with WDS. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as WDS should show latest calibration level as 1U7A-12A850-AZD for 2001MY, 2U7A-12A850-CPB for 2002MY or 3L8A-12A850-CC for 2003. Note that some early 2002 vehicles may have the 2001 calibration. Proceed to Step 6.
6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (FOAZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 70D-08-00-37 Battery Junction Box. Proceed to Step 7.

Article No. 02-23-1 Cont'd.

7. For 2001 and 2002 vehicles, inspect the DPFE sensor part number. If DPFE sensor is part number 2F1E-9J460-AA, proceed to Step 8 now. If the DPFE sensor is part number YF1E-9J460-AD, check for a white dot on the sensor housing (Note: White dot can be anywhere on housing). If there is a white dot, proceed to Step 8 now. If there is not a white dot, replace the DPFE with part 2F1Z-9J460-AA. Proceed to Step 8.
8. Ensure the Mass Air Flow (MAF) sensor gasket is properly installed and not blocking the air stream by disconnecting the airbox and looking inside the airbox towards the MAF sensor. If gasket is damaged, replace with part YL8Z-9E831-CA. Proceed to Step 9.
9. Verify the PCM harness integrity by removing the module from the COWL and moving the PCM harness around while the engine is running. If any abnormalities are observed, repair/replace the harness. Proceed to Step 10.
10. Inform the customer that significant weight (approximately 9 oz. or more) hanging from the key ring while the keys are in the ignition may move the ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key.

PCM CALIBRATION INFORMATION						
Application	Old Part Number (-12A890-)	Tear Tag	New Part Number (-12A890-)	Old Calibration	New Calibration	NGS/WDS Qualifier
2001 3.0L - Escape	1U7A-AXB	ATF3	1U7Z-AXD	0M11A30512	0M11A30512	WDS B21.3 Release or Later
2001 3.0L - Escape	1U7A-AZB	EBG3	1U7Z-AZD	0M11B30512	0M11B30512	WDS B21.3 Release or Later
2002 3.0L - Escape	2U7A-CZA	NSF1	2U7Z-CZB	2M11A30510	2M11A30510	WDS B21.3 Release or Later
2002 3.0L - Escape	2U7A-CPA	PVN1	2U7Z-CPB	2M11B30510	2M11B30510	WDS B21.3 Release or Later
2003 3.0L - Escape	3L8A-BA	BAR2	3L8Z-BC	3M11A30510	3M11A30511	WDS B21.3 Release or Later
2003 3.0L - Escape	3L8A-CA	CAS2	3L8Z-CC	3M11B30510	3M11B30511	WDS B21.3 Release or Later

Obtain an Authorized Modifications Decal (FPS 8282 - obtainable through DOES II, 25/pkg) and list the date, dealer number, and summary of modifications performed. Select a prominent place adjacent to the Vehicle Emission Control Information Decal suitable for installing the Authorized Modifications Decal. Clean the area, install the decal, and cover it with a clear plastic decal shield.

AUTHORIZED MODIFICATIONS	
THE FOLLOWING MODIFICATIONS HAVE BEEN MADE:	
Reprogrammed Powertrain Control Module (PCM) Per TSB 02-23-1	
THESE MODIFICATIONS HAVE BEEN APPROVED, AS APPROPRIATE, BY EPA AND CARB.	
DEALER NUMBER:	DATE:
CHANGE AUTHORITY:	
FPS 8282 1/78 FORD MOTOR COMPANY PRINTED IN U.S.A.	

Article No. 02-23-1 Cont'd.

PART NUMBER	PART NAME
1LBZ-8F715-AA	IAC - Idle Air Control Valve
2LXZ-9E928-AB	Throttle Body
1L2Z-12B679-5ARM	MAF - Mass Air Flow Sensor
YL2Z-9E931-CA	Gasket - Mass Air Flow Sensor
FOAZ-14N088-A	EBC Relay
2F1Z-9J490-AA	DPFE Sensor
YL2Z-9C915-AA	EVAPVM Valve

OTHER APPLICABLE ARTICLES: NONE
SUPERSEDES: 02-11-6
WARRANTY STATUS: INFORMATION ONLY
OASIS CODES: 607000, 607400, 607500, 607600,
607700, 611000, 611500, 614000,
614500, 614600

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle.

**DRIVEABILITY—HESITATION ON ACCELERATION
WHEN COLD—VEHICLES PRODUCED BEFORE
3/5/2001 EQUIPPED WITH 3.0L DURATEC ENGINE
ONLY**

**Article No.
02-1-1**

FORD: 2001 ESCAPE

ISSUE

Some vehicles built before 3/5/2001 equipped with a 3.0L Duratec engine may exhibit a hesitation on cold start drive away only between the ambient temperatures of 10-32°C (50-90 °F). This may be caused by the calibration of the Powertrain Control Module (PCM).

latest level calibration. Refer to the following PCM Calibration Information chart.

SERVICE INFORMATION

Use the following chart to determine the latest level calibration needed for the vehicle.

ACTION

Verify condition. If normal diagnostics cannot pinpoint the condition, reprogram the PCM to the

PCM CALIBRATION INFORMATION						
Application	Old Part Number (-12A850-)	Year Tag	New Part Number (-12A850-)	Old Calibration	New Calibration	NGS/WDS Qualifier
2001 Escape 3.0L	1L8U-AC	ATF0	1U7Z-AXA	0M11A30511	0M11A30512	WDS Release B16.2 or Later
2001 Escape 3.0L	1L8U-FC	EBG0	1U7Z-AZA	0M11B30511	0M11B30512	WDS Release B16.2 or Later
2001 Escape 3.0L	1L8U-HC	SJA0	1U7Z-AYA	0M11C30511	0M11C30512	WDS Release B16.2 or Later
2001 Escape 3.0L	1L8U-DB	RIL0	1U7Z-BEA	0M11A30X10	0M11A30X11	WDS Release B16.2 or Later

THE FOLLOWING PCM'S CANNOT BE REPROGRAMMED AND MUST BE REPLACED WITH CORRECT LEVEL PART:

- YL8F-12A850-CA,CC,CD,CE = 1U7Z-12A850-AXA
- YL8F-12A850-ZA,ZB,ZC,ZD = 1U7Z-12A850-AYA
- YL8F-12A850-NA,NB,NC,ND = 1U7Z-12A850-AZA
- YL8F-12A850-XA,XB,XC = 1U7Z-12A850-BEA

Obtain an Authorized Modifications Decal (STAT 5941-2 - obtainable through the PDC) and list the date, dealer number, and summary of modifications performed. Select a prominent place adjacent to the Vehicle Emission Control Information Decal suitable for installing the Authorized Modifications Decal. Clean the area, install the decal, and cover it with a clear plastic decal shield.

AUTHORIZED MODIFICATIONS	
THE FOLLOWING MODIFICATIONS HAVE BEEN MADE:	
Reprogrammed or Replaced Powertrain Control Module (PCM) Per TSB 02-1-1	
THESE MODIFICATIONS HAVE BEEN APPROVED, AS APPROPRIATE, BY EPA AND DHEW.	
DEALER NUMBER:	DATE:
CHANGE AUTHORITY:	
FPM 0201 070	FORD MOTOR COMPANY FORD, MI, U.S.A.

OTHER APPLICABLE ARTICLES: NONE
WARRANTY STATUS: INFORMATION ONLY
OASIS CODES: 611000, 611500

ELECTRICAL—CHARGING SYSTEM WARNING INDICATOR LAMP ILLUMINATED—DURING COLD AMBIENT TEMPERATURES BELOW -6 DEGREES CELSIUS (20 DEGREES F.)—VEHICLES EQUIPPED WITH 2.0L ZETEC ENGINE BUILT 7/8/2000 THROUGH 2/12/2001 ONLY

**Article No.
01-5-5**

FORD: 2001 ESCAPE

ISSUE

Some vehicles may exhibit a red charge lamp illumination in cold ambient temperatures below -6°C (20°F). This may be caused by the calibration of the Powertrain Control Module (PCM).

ACTION

Verify red charge lamp illumination. If normal diagnostics cannot resolve condition, reprogram the Powertrain Control Module (PCM) with latest calibration. Refer to the following PCM Calibration Information Chart for details.

PCM CALIBRATION INFORMATION						
Application	Old Part Number (-12A888-)	Year Tag	New Part Number (-12A889-)	Old Calibration	New Calibration	NGS/WDS Qualifier
2.0L Manual Trans LEV (US)	YL8F-GD	GBW4	YL8Z-GE	0M12A20510	0M12A20511	WDS B11_11 release
2.0L Manual Trans CAA (Clean Air Act)	YL8F-PD	HQE4	YL8Z-PE	0M12B20510	0M12B20511	WDS B11_11 release
2.0L Automatic (CD4E) Clean Air Act (CAA)	YL8F-TE	KQ85	YL8Z-TF	0M11A20511	0M11A20512	WDS B11_11 release

Obtain an Authorized Modifications Decal (FPS 8262 - obtainable through DOES II, 25/pkg) and list the date, dealer number, and summary of modifications performed. Select a prominent place adjacent to the Vehicle Emission Control Information Decal suitable for installing the Authorized Modifications Decal. Clean the area, install the decal, and cover it with a clear plastic decal shield.

AUTHORIZED MODIFICATIONS	
THE FOLLOWING MODIFICATIONS HAVE BEEN MADE:	
Reprogrammed Powertrain Control Module (PCM) For Y2K 01-5-5	
THESE MODIFICATIONS HAVE BEEN APPROVED, AS APPROPRIATE, BY EPA AND CALIF.	
DEALER NUMBER:	DATE:
CHANGE AUTHORITY:	
FPS 8262 8/92 FORD MOTOR COMPANY PRINTED IN U.S.A.	

OTHER APPLICABLE ARTICLES: NONE
WARRANTY STATUS: INFORMATION ONLY
OASIS CODES: 203000, 203100, 204000, 204200, 206000, 290000

Brown, Robert (R.D.)

From: Londy, George (G.L.)
Sent: Thursday, November 14, 2002 4:10 PM
To: Yamashita, Akiori (A.)
Cc: Brown, Robert (R.D.); Douglass, Jim (J.B.); Motohashi, Masa (M.)
Subject: CALIFORNIA TRIBUTE FACTSHEET

Yamashita san,

Regarding your request for the completion of the 2002 model 3.0L Tribute EGR Pressure Sensor factsheet dated October 16, 2002, we have encountered difficulty in the shipment and testing of the California parts. We anticipate that we will return the completed factsheet by November 19, 2002. We regret this delay and hope that it does not cause you too much hardship.

Regards,

George Londy

Vehicle Environmental Engineering
Surveillance & Compliance Dept.
Suite 145, Fairlane Business Park IV
32-23049 (Fax 39-03620)

Brown, Robert (R.D.)

From: Trujillo, Thomas (T.G.)
Sent: Thursday, November 14, 2002 4:34 PM
To: Kulp, David (D.L.); Plants, Paul (P.G.); Goering, Kimberly (K.L.); Brown, Robert (R.D.)
Cc: Maurer, James (J.B.); Minakami, Akio (A.); Motohashi, Masa (M.); Douglas, Jim (J.B.); Masura, Gordon (G.P.); Young, Dan (D.G.); Hamano, Naoumi (N.)
Subject: RE: J14/U204 DPFE sensor problem

Brown, Robert (R.D.)

From: Douglass, Jim (J.B.)
Sent: Thursday, January 17, 2002 8:15 AM
To: Brown, Robert (R.D.); Masura, Gordon (G.P.); Londy, George (G.L.)
Subject: FW: dPFE sensor part sales

FYI

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

From: Shora, John (J.)
Sent: Wednesday, January 16, 2002 3:19 PM
To: Douglass, Jim (J.B.); Bandoska, Pete (P.F.)
Subject: dPFE sensor part sales

Part sales for the two dPFE sensors as requested in the 1-15-02 meeting.

SERVICE PART: YF1Z- 9J460-AC _____ SENSOR ASY
RECEIVING LOCATION: _____ DEMAND GROUP: _____
CUSTOMER TYPE: _____ BACKCAST: Y
SDI Code: _____

A	C	MONTH	YEAR	Quantity	Replaced Part Number	Message
		01	2002	9535		
		12	2001	19318		
		11	2001	18840		
		10	2001	13566		
		09	2001	11835		
		08	2001	14987		
		07	2001	14548		
		06	2001	14030		
		05	2001	19609		
		04	2001	13768		
		03	2001	9980		
		02	2001	6715		
		01	2001	3435		
		12	2000	1756	YF1Z- 9J460-AB	REPLACED
		11	2000	1488		
		10	2000	1110		
		09	2000	909		
		08	2000	917		
		07	2000	769		
		06	2000	1063		
		05	2000	891		
		04	2000	526		
		03	2000	431		
		02	2000	226		
		01	2000	97		
		12	1999	21		
		11	1999	19		
		10	1999	8		
		09	1999	8		
		08	1999	0		
		07	1999	0		

SERVICE PART: YF1Z- 9J460-AC _____ SENSOR ASY
BACKCAST: Y DEMAND GROUP: _____

A C	YEAR	Quantity	Replaced Part Number	Message
	2002	9784		
	2001	171118		
	2000	10719	YF12- 9J460-AB	REPLACED
	1999	56		
	1998	0		
	1997	0		
	1996	0		

*

SERVICE PART: YS4Z- 9J460-AA _____ SENSOR ASY
 RECEIVING LOCATION: _____ DEMAND GROUP: _____
 CUSTOMER TYPE: _____ BACKCAST: Y
 SDI Code: _____

A C	MONTH	YEAR	Quantity	Replaced Part Number	Message
	01	2002	2598		
	12	2001	4833		
	11	2001	4157		
	10	2001	2446		
	09	2001	1075		
	08	2001	1840		
	07	2001	1932		
	06	2001	2978		
	05	2001	3175		
	04	2001	2562		
	03	2001	1552		
	02	2001	1154		
	01	2001	483		
	12	2000	122		
	11	2000	28		
	10	2000	11		
	09	2000	0		
	08	2000	0		
	07	2000	0		

SERVICE PART: YS4Z- 9J460-AA _____ SENSOR ASY
 BACKCAST: Y DEMAND GROUP: _____

A C	YEAR	Quantity	Replaced Part Number	Message
	2002	2807		
	2001	35309		
	2000	192		
	1999	0		
	1998	0		

John Shore
 Recall Parts Program Manager
 ACSG - Ford Customer Service Division
 Office - 734 266-9789
 FAX - 734 266-1166
 Page - 734 797-5991
 E-mail - Jshore@Ford.com

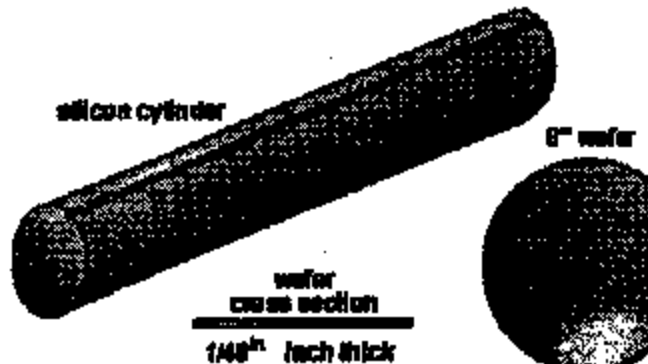
Semiconductor Manufacturing Process

Today, most integrated circuits (ICs) are made of silicon. Turning silicon into memory chips is an exacting, meticulous procedure involving engineers, metallurgists, chemists and physicists.

The first step from silicon to circuit is the creation of a pure, single-crystal cylinder or ingot of silicon six to eight inches in diameter. These cylinders are sliced into thin, highly polished wafers less than one-fourth of an inch thick. Micron uses six- and eight-inch wafers. The circuit elements (transistors, resistors, and capacitors) are built in layers on the silicon wafer. Hundreds of memory chips are etched onto each wafer.

Pure single-crystal cylinders of silicon are sliced into thin, highly polished wafers less than one-fourth of an inch thick. Hundreds of memory chips are etched onto each wafer.

Most chip designs are developed with the help of computer systems or computer-aided design (CAD) systems. Circuits are developed, tested by simulation, and perfected on computer systems before they are actually built. When the design is complete, glass photomasks are made—one mask each layer of the circuit. These glass photomasks are used in a process called photolithography.



Fabrication

Semiconductor memory chips are manufactured in cleanroom environments because circuitry is so small even tiny bits of dust can damage it. Micron has class 1 and class cleanrooms. In a class 1 cleanroom, there is no more than 1 particle of dust in a cubic foot of air. In comparison, a clean, modern hospital has about 10,000 dust particles cubic foot. The air inside a cleanroom is filtered and recirculated continuously, and employees wear special clothing such as dust-free gowns, caps, and masks to help keep the air particle-free.

DIFFUSION



A layer of material such as oxide is grown or deposited onto the wafer.

COAT-BAKE

The resist, a light sensitive protective layer,

Related Information

[Manufacturing Process](#)
[Semiconductor History](#)
[Industry Glossary](#)
[How RAM Works](#)

Brown, Robert (R.D.)

From: Douglass, Jim (J.B.)
Sent: Friday, February 01, 2002 3:04 PM
To: Brown, Robert (R.D.)
Subject: FW: Escape/Tribute Engine Stall Problem?

FYI

---Original Message---

From: Campbell, Stacie (S.J.)
Sent: Friday, February 01, 2002 2:56 PM
To: Douglass, Jim (J.B.); Dalbo, Bob (R.L.)
Subject: RE: Escape/Tribute Engine Stall Problem?

Bob,
Can you shed some light on Mazda's question listed below? Does this have anything to do with white paper 03.14.01-1317?
Stephanie's and Ken's notes explain the issue.

II-2 Engine stall problem for Escape/Tribute (Question)
Have you submitted the EDIR for this problem?

(Background)

We've never received the EDIR from your side even though some countermeasures have been taken for ECU, Air flow sensor. We would like to know the status.

---Original Message---

From: Douglass, Jim (J.B.)
Sent: Friday, February 01, 2002 12:40 PM
To: Campbell, Stacie (S.J.)
Subject: FW: Escape/Tribute Engine Stall Problem?

Stacie,

Can you shed any light on this? Mazda's agenda says "countermeasures have been taken for ECU, Air flow sensor". Have there been related R/C's? Thanks.

---Original Message---

From: Sweeney, Stephanie (S.L.)
Sent: Friday, February 01, 2002 11:56 AM
To: Douglass, Jim (J.B.)
Subject: RE: Escape/Tribute Engine Stall Problem?

It was initially brought into CCRG in the August timeframe. The vehicle would stall, usually while decelerating, but could always be restarted. During our investigation, NHTSA sent us an inquiry of their own. By the VOQs in the NHTSA system, they noticed quite a few were being repaired by replacing a specific module and they thought this indicated a potential problem. This all occurred around the same time we had our first joint Sue Cischke meeting and you mentioned another issue where Escape was a major player. We don't know if the two items are connected since they weren't looking at EGR's for the CCRG issue.

Stephanie L. Sweeney

Manager, Truck Internal Investigations
Production Vehicle Safety and Compliance
Automotive Safety Office

(313) 33.76969 (phone)
(313) 69.42268 (fax)
(313) 786.5775 (text pager)
ssweeney@ford.com

---Original Message---

From: Douglass, Jim (J.B.)
Sent: Friday, February 01, 2002 10:59 AM
To: Sweeney, Stephanie (S.L.)

Subject: FW: Escape/Tribute Engine Stall Problem?

Stephanie,

Does this issue sound familiar to you? If so, what can I tell Mazda? Also, should we have this under review in EPRC? Thanks.

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

From: Powers, Ken (K.W.)
Sent: Friday, February 02, 2002 10:52 AM
To: Douglass, Jim (J.B.)
Subject: RE: Escape/Tribute Engine Stall Problem?

No. This is now a NHTSA investigation and is related to multiple items, one of them being calibration. The fixes are in the plant now and available for service. It is a very sensitive and emotional issue.

Ken Powers

Escape/Tribute PVT Manager, KCAP
Ph: 816-459-1728; Fax: -1728

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

From: Douglass, Jim (J.B.)
Sent: Thursday, January 31, 2002 3:14 PM
To: Powers, Ken (K.W.)
Subject: Escape/Tribute Engine Stall Problem?

Ken,

VEE is meeting with Mazda representatives the morning of Tuesday, February 5th. One item on Mazda's agenda is: "Engine stall problem for Escape/Tribute". Would you have any idea what their talking about? Would it be related to the db EGR sensor? Thanks.

DPFE Sensor Meeting Agenda

Tuesday 2/5/02

#	Name	Time	Description
1	C. Panaretos		5 Fax handouts to Kavlico
2	All		1 Introductions
3			2 Shared Drive/Web access
4	Paul		2 EPRC Review 3:00 PM/CARB George Londy
5	J. Smythe		15 STA Trip overview/Issues
6	M. Awad		5 Fleet test plan
7	Rick Williamson		15 Customer Failure Modes-Data Mining
8	Freeman		5 Dave Kulp meeting Tuesday 2/5 overview, Emission Compliance
9	Freeman		10 Metalization damage by sensor manufacturing and technology.
10	Mark/Mahmoud		5 Data Mining and Analysis update
11	Terry Tamashiro		5 Field returns analysis at Kavlico
12			5 Offsite follow up items: Assignments
13	All		5 Open Issues/Assignments List
14	All		5 Walk Ins
15	All		5 Next meeting agenda

90

Thursday 2/7/02

S. Alos
T. Green

Wiring Harness noise concerns update
Documents Discovery-Escape Tribute Stalls NHTSA Inquiry

Future Meeting Agenda

Basam El-Halk
Bob Jentz
Freeman/Mark
Plante

Data Mining and approach discussion
Kavlico improved sensor test results from Focus (Carol)
Team Expert help-Additional heads requirement
Fishbone Diagram and Is-Is Not

pgp/dpfameet

Ford Motor Company

Frank M. Ligon
Director
Vehicle Service and Programs
Ford Customer Service Division

Ford Motor Company
P. O. Box 1904
Dearborn, Michigan 48121

December 2002

TO: All Ford and Lincoln Mercury Dealers

SUBJECT: Customer Satisfaction Program 02M01: Certain vehicles equipped with a tube-mounted EGR Pressure Sensor - Additional EGR Pressure Sensor Warranty Coverage

OASIS: Yes

OWNER LIST: No

PROGRAM TERMS: This additional coverage program will add 2 years or 24,000 miles whichever occurs first, to the base warranty coverage for the tube mounted EGR Pressure Sensor. This coverage will automatically transfer to subsequent owners.

VEHICLES COVERED BY THIS PROGRAM

Certain 2000 and 2001 model year vehicles equipped with a tube-mounted EGR Pressure Sensor (BJ480). Refer to OASIS for specific vehicle eligibility.

TIME AND MILEAGE LIMITS

Warranty Type	Current Warranty Coverage	Total Warranty Coverage
Federal	3 Years/36,000 Miles	5 years/60,000 Miles
California Emissions*	3 Years/50,000 Miles	5 Years/74,000 Miles
Lincoln	4 Years/50,000 Miles	6 Years/74,000 Miles

* California emissions include vehicles certified for sale in California and registered in California, Maine, Massachusetts, New York or Vermont.

REASON FOR PROVIDING ADDITIONAL COVERAGE

Vehicles experiencing a problem with the tube mounted EGR Pressure Sensor may exhibit a Malfunction Indicator Light (MIL) along with one or more of Diagnostic Trouble Codes (DTC) P0401, P0402, P1400, or P1401.

A very small percentage of vehicles may also exhibit a MIL with the following symptoms:

- Hesitation/Surge
- Stall with restart

Any of these conditions will not cause engine damage or failure, but may decrease the customer's satisfaction with their vehicle.

SERVICE ACTION

It is recommended for vehicles exhibiting any of the conditions listed above and equipped with a tube mounted EGR Pressure Sensor, that the dealer retrieve continuous DTC prior to any other diagnostics.

Dealers are to install a new tube mounted EGR Pressure Sensor at no charge to the owner of the vehicle, ONLY if one or more of these continuous DTC are present:

- P1400 – DPF EGR Sensor Circuit Low Voltage Detected
- P1401 – DPF EGR Sensor Circuit High Voltage Detected
- P0401 – EGR Flow Insufficient Detected
- P0402 – EGR Flow Excessive Detected

A failed DPFE will only exhibit one or more of the DTC listed above. This program will not cover any other continuous DTC present.

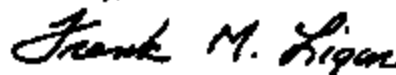
ATTACHMENTS

Attachment I: Administrative Information
Attachment II: Labor Allowances and Parts Ordering Information
Attachment III: Technical Information
Customer Notification Letters

QUESTIONS?

Claims Information:1-800-423-8851
Other (Dealer Only) Program Questions:1-800-325-5621

Sincerely,



Frank M. Ligon

**Customer Satisfaction Program 02M01
Certain Vehicles Equipped with a Tube-Mounted EGR Pressure Sensor
Additional EGR Pressure Sensor Warranty Coverage**

OASIS

You must use OASIS to determine if a vehicle is eligible for this program.

Note: Submission of an "M" program claim will not remove the vehicle from OASIS because the affected vehicles are eligible for multiple repairs if the affected condition reoccurs during the extended warranty time/mileage period.

CLAIMS PREPARATION AND SUBMISSION

- Enter claims using DWE.
- Refer to ACESII manual for claims preparation and submission information.

EXTENDED WARRANTY PROGRAMS AND MEASURED WARRANTY

This program, and others may involve repairs that fall within the mileage/time coverage period of the New Vehicle Limited Warranty (NVLW). For that reason, Ford Motor Company is investigating the integration of warranty extension programs into the dealer measured warranty report for vehicles still within the NVLW.

OWNER REFUNDS

Ford Motor Company will only refund owner-paid repairs made on or before the last day of the month of the date of the Owner Letter (or after the date of the Owner Letter if an emergency repair was made away from the servicing dealer). Failure of the EGR Pressure Sensor (9J460) will not have an impact on any other component of the vehicle. Therefore, refunds will only be granted for the replacement of the EGR Pressure Sensor (9J460).

All supporting documentation must be retained in accordance with the Warranty and Policy Manual.

Program Code:	02M01
Misc. Expense:	REFUND
Misc. Expense:	ADMIN
Misc. Expense:	0.2 Hr.

Refer to ACESII manual for refund information.

RENTAL CARS

The use of rental vehicles is not authorized for this program.

**Customer Satisfaction Program 02M01
Certain Vehicles Equipped with a Tube-Mounted EGR Pressure Sensor
Additional EGR Pressure Sensor Warranty Coverage**

LABOR ALLOWANCES

Description	Labor Operation	Labor Time
Retrieve one or more of the following Continuous DTC, P1400, P1401, P0401 or P0402, clear codes and replace tube mounted EGR Pressure Sensor, perform KOEO self test NOTE: 0.5 hrs labor time will be paid for Econoline and Town Car. 0.4 hrs labor time will be paid for Crown Vic/Grand Marquis and Expedition.	02M01B	0.3 hrs

Special Notes:

- Diagnostics performed beyond retrieving continuous DTC will not be paid for under this program.
- Pinpoint diagnostics is not required to identify a failed EGR Pressure Sensor; therefore labor time has been adjusted accordingly.
- Due to the specific DTC to identify a failed EGR Pressure Sensor, this program will not cover any other continuous DTC; normal vehicle warranty would apply for any other DTC.
- There will be no related damage claims allowed for this program.

PARTS REQUIREMENTS

Parts will not be direct shipped for this program. Order your parts requirement through normal order processing channels as noted below:

Stock Orders	Effective immediately	Normal order process
Interim Orders	Effective immediately	Normal order process
Emergency Orders	First 30 days after launch	Call 1-800-325-5821
Emergency Orders	31 days after launch	Normal order process

Part Number	Description	Quantity
2F1Z-8J460-AA	Tube Mounted EGR Pressure Sensor	1

DOR/COR NUMBER

The DOR/COR for this program is 50281. This number identifies parts ordered for this Customer Satisfaction Program through the Special Service Support Center (1-800-325-5821).

DEALER PRICE

For latest prices, check DOES II or updated price book.

PARTS RETENTION

Follow the provisions of the Warranty and Policy Manual for "Parts Retention and Return Procedures".

EXCESS STOCK RETURN

Excess stock returned for credit must have been purchased from Ford Customer Service Division in accordance with Policy Procedure Bulletin 4000.

TUBE-MOUNTED EGR PRESSURE SENSOR (9J460) REPLACEMENT

AFFECTED VEHICLES: CERTAIN 2000 AND 2001 MODEL YEAR VEHICLES
EQUIPPED WITH TUBE-MOUNTED EGR PRESSURE SENSOR

SERVICE PROCEDURE

1. Retrieve continuous DTCs.

NOTE:

Replace the EGR pressure sensor only if one or more of the following continuous DTCs are present:

P1400 — DPF EGR SENSOR CIRCUIT LOW VOLTAGE DETECTED

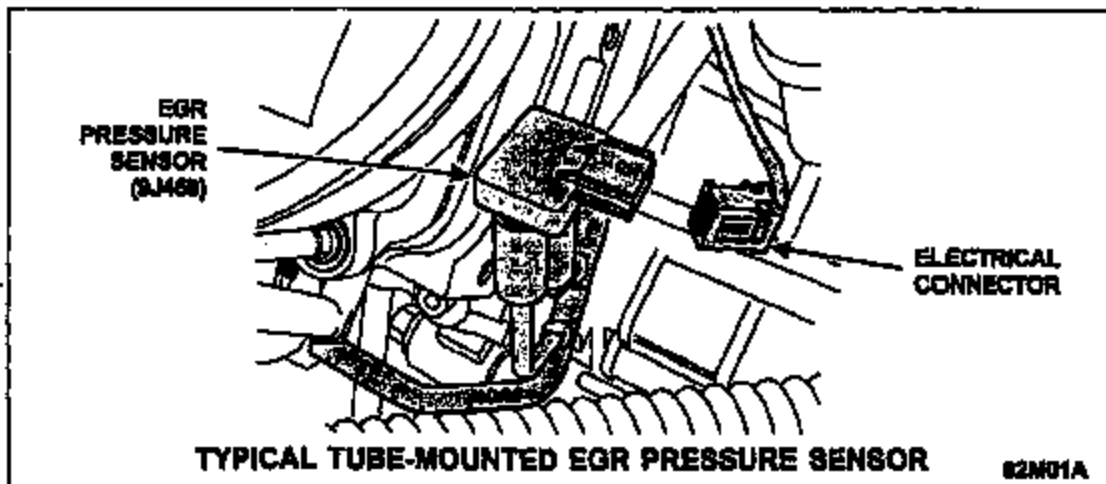
P1401 — DPF EGR SENSOR CIRCUIT HIGH VOLTAGE DETECTED

P0401 — EGR FLOW INSUFFICIENT DETECTED

P0402 — EGR FLOW EXCESSIVE DETECTED

Any other DTC present
is not covered by this program.

2. If one or more of the DTCs listed above is present, replace the EGR pressure sensor (9J460) as follows:
 - a) Key off.
 - b) Disconnect the electrical connector and remove the EGR pressure sensor from the EGR tube.
 - c) Install the new EGR pressure sensor onto the EGR tube and connect the electrical connector.
Note: Refer to Section 303-08 of the appropriate workshop manual if additional information is required.
3. Clear continuous DTCs.
4. Perform KOEO self test.



Ford Motor Company

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DEARBORN, MICHIGAN 48121
1302

RECEIVED
AUG 14 2003

January 2003

02M01

Mr. Joe Anyman
123 Main Street
Anywhere, USA 12345

Your Vehicle Identification Number: 12345678901234567

As Ford Motor Company, we care about quality. That's why we pay close attention to all the details that increase your driving satisfaction - even in parts of your vehicle you may not be familiar with. This letter is to inform you about a no-charge extended warranty coverage program for one such part.

Extended coverage is here for you.

A component of your vehicle's engine emission control system has recently been improved upon, and Ford would like to extend the long-term benefits of this improvement to you by providing a no-charge warranty extension program number 02M01.

Which part of your vehicle is covered?

Specifically, this program extends the warranty on your vehicle's Tube Mounted EGR Pressure Sensor (part number BJ480) for an additional 2 years or 24,000 miles, whichever occurs first. If your sensor (BJ480) requires replacement during this period, your Ford or Lincoln Mercury dealer is authorized to replace it at no charge to you.

What are we asking you to do?

Please keep this letter in a safe place as a reminder. If your sensor (BJ480) should require replacement - and your vehicle is within the indicated time/mileage limitations - your dealer will replace this part at no cost to you.

If you do not already have a servicing dealer, you can access www.qualitycareonline.com to find the dealer nearest you.

If you have already paid for this service, ...

If you paid to have this service performed before the date of this letter, you may be eligible for a refund. Simply give your paid, original receipt for the replacement of the Tube Mounted EGR Pressure Sensor (BJ480) to your dealer. To avoid delays, do not send receipts to Ford Motor Company. Failure of the sensor (BJ480) will not have an impact on any other component of your vehicle. Therefore, refunds will only be granted for the replacement of the Tube Mounted EGR Pressure Sensor (BJ480).

Any Questions?

If you have any questions, please contact the Ford Motor Company Customer Relationship Center: toll free, at (800) 399-3673 or (800) 292-5853 (TDD for persons with hearing impairments). One of our representatives will be happy to assist you. Office hours are 8 a.m. to 11 p.m. Monday through Friday, and 8 a.m. to 8 p.m. Saturday (EST).

If you need more information, you can also access owner updates, maintenance suggestions, how-to tips and more with the new My Ford website for owners. Visit www.fordvehicles.com and click on the My Ford owner site link in the OWNER section to register for this exclusive service.

Quality Care service has you covered - top to bottom, inside and out.

We stand committed with our dealers to helping your vehicle maintain peak performance. And, although you may never use it, we hope this extended warranty coverage helps you feel confident behind the wheel, knowing Quality Care service is always there for you.

EX-507
EX-507
EX-507

EMISSION STANDARDS REDUCED
AVERAGE 14 GRAMS/MILE

January 2003

Q88M01

Mr. Joe Armer
123 Main Street
Anytown, USA 12345

Your Vehicle Identification Number: 12345678901234567

At Lincoln Mercury, we care about quality. That's why we pay close attention to all the details that increase your driving satisfaction — even in parts of your vehicle you may not be familiar with. This letter is to inform you about a no-charge extended warranty coverage program for one such part.

Extended coverage is here for you.

A component of your vehicle's engine emission control system has recently been improved upon, and Lincoln Mercury would like to expand the long-term benefits of this improvement to you by providing a no-charge warranty extension program number Q88M01.

Which part of your vehicle is covered?

Specifically, this program extends the warranty on your vehicle's Tube Mounted EGR Pressure Sensor (part number S1480) for an additional 2 years or 29,000 miles, whichever occurs first. If your sensor (S1480) requires replacement during this period, your Lincoln Mercury dealer is authorized to replace it at no charge to you.

What are we asking you to do?

Please keep this letter in a safe place as a reminder. If your sensor (S1480) should require replacement — and your vehicle is within the indicated time/mileage limitations — your dealer will replace this part at no cost to you.

If you do not already have a servicing dealer, you can access www.qualityservice.com to find the dealer nearest you.

If you have already paid for this service:

If you paid to have this service performed before the date of this letter, you may be eligible for a refund. Simply give your paid original receipt for the replacement of the Tube Mounted EGR Pressure Sensor (S1480) to your dealer. To avoid delays, do not send receipts to Lincoln Mercury. Failure of the sensor (S1480) will not have an impact on any other component of your vehicle. Therefore, refunds will only be granted for the replacement of the Tube Mounted EGR Pressure Sensor (S1480).

Any Questions?

If you have any questions, you can call the Lincoln Mercury Customer Relationship Center, toll free, at (800) 521-4140 or (800) 232-5950 (TDD for persons with hearing impairments). One of our representatives will be happy to assist you. Office hours are 9 a.m. to 11 p.m. Monday through Friday, and 9 a.m. to 6 p.m. Saturday (EST).

Quality Care services help you succeed — help us succeed, too! — and we.

We stand committed with our dealers to helping your vehicle maintain peak performance. And, although you may never use it, we hope this extended warranty coverage helps you feel confident behind the wheel. Lincoln Quality Care service is always there for you.

RECEIVED
105
SYSTEMS


Subject: Escape Stalling NHTSA PE01-043
Location: PTW 14th Floor

Start: Thu 3/21/02 11:00 AM
End: Thu 3/21/02 1:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Bauer, Scott (S.C.); Freeland, Mark (M.); Green, Timothy (T.A.); Williams, Lea (LHW.)

 Printable View (108 KB)	
Article No. 02-11-6	<ul style="list-style-type: none"> • DRIVEABILITY - INTERMITTENT ENGINE QUIT OR IDLE DIP - NO DIAGNOSTIC TROUBLE CODES (DTCs) PRESENT - VEHICLES EQUIPPED WITH 3.0L DURATEC ENGINE ONLY
Publication Date: JUNE 3, 2002	

FORD: 2001-2002 ESCAPE

Article 02-8-6 is being republished in its entirety to update the PCM Calibrations shown on the WDS.

ISSUE:

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately.

ACTION:

When normal diagnostics cannot pinpoint the root cause, refer to the following Driveability Checklist for details.

SERVICE PROCEDURE

1. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. Using only WDS version B17.1 or later, verify that Idle Air Control (IAC) duty cycle is between 32%-40% with no purge flow. If IAC duty cycle is within specification, then proceed to Step 2 now. If IAC duty cycle is out of specification, replace IAC with part YF1Z-9F715-AA. Verify that IAC duty cycle is between 32%-40% with no purge flow. If IAC duty cycle is within specification after replacing with a new IAC, then proceed to Step 2 now. If IAC duty cycle is still out of specification, replace throttle body with part YL8Z-9E926-DA. Verify corrective action, then proceed to Step 2.

NOTE: ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS.

2. For vehicles sold in the U.S. and Canada perform the following: If the vehicle was built on or after 1/16/2002, then proceed to Step 4 now. If not, reprogram PCM with WDS version B17.1 or later. Only use WDS version B17.1 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A850-AXA and reprogram with WDS version B17.1 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.1 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7A-12A850-AXB for 2001MY and 2L8A-12A850-AD for 2002MY. Proceed to Step 4.
3. For vehicles sold in Mexico perform the following: If vehicle was built on or after 1/16/2002 then proceed to Step 4 now. If not, reprogram the PCM with WDS version B17.15 or later. Only use WDS version B17.15 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC #

located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A650-AZA and reprogram with WDS version B17.15 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.15 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7A-12A650-AZB for 2001MY and 2L8A-12A650-BD for 2002MY. Proceed to Step 4.

4. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts. If this occurs, replace the EVAPVM valve with part number YL8Z-9C915-AA. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve. Verify corrective action, then proceed to Step 5.
5. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, if EVAPVM drops to 0% from 60 - 80% (premature purge shutoff), check for an obstructed vent line. This condition may be accompanied by a sudden RPM drop while idling. The premature purge shutoff is caused by the tank not reaching a pre-specified vacuum state. To clear the possible obstructed vent line, disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases stalling occurs. Verify corrective action, then proceed to Step 6.
6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (FOAZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 700-06-00-37 Battery Junction Box. Proceed to Step 7.
7. Ask the customer if they have significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the ignition. If they do, and the engine quits while traveling over bumps, the key ring may move the ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key. Proceed to Step 8.
8. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 680 RPM.

PCM CALIBRATION INFORMATION						
Application	Old Part Number (-12A650-)	Year Tag	New Part Number (-12A650-)	Old Calibration	New Calibration	NGS/WDS Qualifier
2001MY 3.0L ESCAPE - FORD	1U7A-AXA	ATF1	1U7A-AXB	0M11A30511	0M11A30511	WDS B18.4 Release or later
2001MY 3.0L ESCAPE - CAA	1U7A-AZA	ESG1	1U7A-AZB	0M11B30511	0M11B30511	WDS B18.4 Release or later
2002MY 3.0L ESCAPE - FORD	2L8A-AC	BUS3	2L8A-AD	2M11A30508	2M11A30510	WDS B18.4 Release or later

2002MY 3.0L ESCAPE - CAA	2L8A-BC	ZRZ3	2L8A-BD	2M11B30606	2M11B30610	WDS B18.4 Release or later
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Obtain an Authorized Modifications Decal (FPS 8282 - orderable through DOES II, 25/pkg) and list the date, dealer number, and summary of alterations performed. Select a prominent place adjacent to the Vehicle Emission Control Information Decal suitable for installing the Authorized Modifications Decal. Clean the area, install the decal, and cover it with a clear plastic decal shield.

<input checked="" type="checkbox"/>	AUTHORIZED MODIFICATIONS
-------------------------------------	---------------------------------

THE FOLLOWING MODIFICATIONS HAVE BEEN MADE:
<i>Reprogrammed Powertrain Control Module (PCM) Per TSB 02-11-6</i>
THESE MODIFICATIONS HAVE BEEN APPROVED, AS APPROPRIATE, BY EPA AND CARB.
DEALER NUMBER: _____ DATE: _____
CHANGE AUTHORITY:
FPS 8282 8/78 FORD MOTOR COMPANY PRINTED IN U.S.A.

PART NUMBER	PART NAME
YF1Z-9F715-AA	Idle Air Control Valve
YL8Z-9E928-DA	Throttle Body
YL8Z-9C915-AA	EVAPVM Valve
FDAZ-14N089-A	Electronic Engine Control (EEC) Relay
1U7Z-12A650-AXA	Powertrain Control Module (PCM)
1U7Z-12A650-AZA	Powertrain Control Module (PCM)

OTHER APPLICABLE ARTICLES:

NONE

SUPERSEDES:

02-8-6

WARRANTY STATUS:

INFORMATION ONLY

OASIS CODES:

807000, 807400, 807500, 807600, 807700, 811000, 811500, 814000, 814500, 814800
