

Created by: PC-CPR, Version, 6.0-1 on: 6/26/2002 at 11:19:51 AM
Model Year - 1999 2000 2001 2002
All Engine sizes
All Transmissions
All Vehicles

Parameters

FN_LAMA1

Function: FN_LAMAL (Created by: PC-CPR, Version, 6.0-1 on: 6/26/2002 at 11:19:52 AM)

"ALAPIJ6" "8-96J R10SN" "1999" "6.8" "E40D" "ECONOLINE" "Undef" 7 0 0 0 0 0 0 1.999969
0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981
"ALAPLCY" "8-74C R11FB" "1999" "5.4" "E40D" "ECONOLINE" "Undef" 7 0 0 0 0 0 0 1.999969
0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981
"ALAPLE7" "8-96E R13FB" "1999" "6.8" "E40D" "ECONOLINE" "Undef" 7 0 0 0 0 0 0 1.999969
0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981
"ALAPLKZ" "8-46K R11FM" "1999" "5.4" "E40D" "ECONOLINE" "Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
"ALAPLS3" "8-74S R11C" "1999" "5.4" "E40D" "ECONOLINE" "Undef" 7 0 0 0 0 0 0 1.999969
0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981
"ALAPLTW" "8-96T R13C" "1999" "6.8" "E40D" "ECONOLINE" "Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
"ALAPLTX" "8-74T R11C" "1999" "5.4" "E40D" "ECONOLINE" "Undef" 7 0 0 0 0 0 0 1.999969
0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981
"ALAPLUZ" "8-74U R11C" "1999" "5.4" "E40D" "ECONOLINE" "Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
"ALAPLV4" "8-74V R11C" "1999" "5.4" "E40D" "ECONOLINE" "Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
"ALAPLN5" "8-96W R13C" "1999" "6.8" "E40D" "ECONOLINE" "Undef" 7 0 0 0 0 0 0 1.999969
0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981
"ALAPLK6" "8-96X R13C" "1999" "6.8" "E40D" "ECONOLINE" "Undef" 7 0 0 0 0 0 0 1.999969
0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981
"ALAPLY4" "9VZA-AY PSN" "1999" "5.4" "E40D" "ECONOLINE" "Undef" 7 0 0 0 0 0 0 1.999969
0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981 0.003005981
"ALAQ0N4" "7-46N R10SN" "1999" "5.4" "E40D" "ECONOLINE-NGV" "Undef" 7 0 0 0 0 0 0 1.999969 0
0 0 0 0 0
"ALAQ0NP" "7-46N R05SN" "1999" "5.4" "E40D" "ECONOLINE-NGV" "3.73/4.10" 7 0 0 0 0 0 0
1.999969 0 0 0 0 0 0 0
"BUADDH" "8-10D R11" "1999" "3.4" "AX4N" "TAURUS SHO" "3.77" 7 0 0.75 0.92999268 1.079987
1.149994 1.25 1.999969 0.0249939 0.0249939 0.01100159 0.01100159 0.01499939 0.018005369
0.018005369
"BUADDMH" "8-10M R11" "1999" "3.4" "AX4N" "TAURUS SHO" "3.77" 7 0 0.75 0.92999268 1.079987
1.149994 1.25 1.999969 0.0249939 0.0249939 0.01100159 0.01100159 0.01499939 0.018005369
0.018005369
"BUAB0A7" "8LDA-JAE" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1 1.040009
1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.01199341 0.029998779 0.029998779
"BUAB0AR" "9LDA-BAB AC" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1
1.040009 1.999969 0.02250671 0.02250671 0.02250671 0.02250671 0.01199341 0.020004271
0.020004271
"BUAB0AT" "8LDA-GA B" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1
1.040009 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.01199341 0.029998779
0.029998779
"BUAB0AU" "8LDA-QAD" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1 1.040009
1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.01199341 0.029998779 0.029998779
"BUAB0AV" "8-14A R12" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1
1.040009 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.01199341 0.029998779
0.029998779
"BUAB0AW" "8LDA-JA C" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1
1.040009 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.01199341 0.029998779
0.029998779
"BUAB0AY" "8LDA-QAD" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1 1.040009
1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.01199341 0.029998779 0.029998779
"BUAB0B8" "9LAA-ABD" "1999" "3.0" "AX4N" "TAU/SABLE 2V" "3.77" 7 0 0 0 1.001007 1.149994
1.25 1.999969 0.0249939 0.0249939 0.0249939 0.0249939 0.02799988 0.029998779 0.029998779
"BUAB0BT" "9LDA-ABB AFB" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1
1.040009 1.999969 0.02250671 0.02250671 0.02250671 0.02250671 0.01199341 0.020004271
0.020004271
"BUAB0BU" "9LDA-BAD" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1 1.040009
1.999969 0.02250671 0.02250671 0.02250671 0.02250671 0.01199341 0.020004271 0.020004271
"BUAB0BV" "9LDA-ABD" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1 1.040009
1.999969 0.02250671 0.02250671 0.02250671 0.02250671 0.01199341 0.020004271 0.020004271
"BUAB0BY" "8LAPB" "1999" "3.0" "AX4N & AX4S" "TAU/SABLE 2V" "3.77" 7 0 0 0 1.001007
1.149994 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.0249939 0.02799988 0.029998779
0.029998779
"BUAB0D3" "9LDA-ADC" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1 1.040009
1.999969 0.02250671 0.02250671 0.02250671 0.02250671 0.01199341 0.020004271 0.020004271

"BUAE0DV" "9LDA-HDC" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1 1.040009
 1.999969 0.02250671 0.02250671 0.02250671 0.02250671 0.01199341 0.020004271 0.020004271
 "BUAE0DW" "9LDA-ADA" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1 1.040009
 1.999969 0.02250671 0.02250671 0.02250671 0.02250671 0.01199341 0.020004271 0.020004271
 "BUAE0DX" "9LDA-HDA" "1999" "3.0" "AX4N" "TAU/SABLE 4V" "3.98" 7 0 0 0 0.95001221 1 1.040009
 1.999969 0.02250671 0.02250671 0.02250671 0.02250671 0.01199341 0.020004271 0.020004271
 "BUAE0N7" "9LAA-HNC" "1999" "3.0" "AX4N" "TAU/SABLE 2V" "Undef" 7 0 0 0 1.001007 1.149994
 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.0249939 0.02799988 0.029998779 0.029998779
 "BUAE1A8" "9LAA-ADD" "1999" "3.0" "AX4S" "TAU/SABLE 2V" "3.77" 7 0 0 0 1.001007 1.149994
 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.0249939 0.02799988 0.029998779 0.029998779
 "BUAE1S8" "9LAA-BSC" "1999" "3.0" "AX4S" "TAU/SABLE 2V" "Undef" 7 0 0 0 1.001007 1.149994
 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.0249939 0.02799988 0.029998779 0.029998779
 "BVAJAA2" "9LAA-BA EE" "1999" "3.0" "AX4S" "WIN126" "3.98" 7 0 0.8999939 0.95001221 1
 1.049988 1.100006 1.999969 0.0249939 0.0249939 0.020004271 0 0.020004271 0.029998779
 0.029998779
 "BVAJAA4" "9LAA-BA EE" "1999" "3.0" "AX4S" "WIN126" "3.98" 7 0 0.8999939 0.95001221 1
 1.049988 1.100006 1.999969 0.0249939 0.0249939 0.020004271 0 0.020004271 0.029998779
 0.029998779
 "BVAJAAZ" "9LAA-GA EG" "1999" "3.0" "AX4S" "WIN126" "3.98" 7 0 0.8999939 0.95001221 1
 1.049988 1.100006 1.999969 0.0249939 0.0249939 0.020004271 0 0.020004271 0.029998779
 0.029998779
 "BVAJAS6" "0A31A80E10" "2000" "3.8" "AX4S" "WIN126" "3.56" 7 0 0.95001221 0.97000122 1
 1.029999 1.049988 1.999969 0.018005369 0.018005369 0.01199341 0.0099945068 0.01199341
 0.018005369 0.018005369
 "BVAJAS7" "0A31C80E10" "2000" "3.8" "AX4S" "WIN126 ULEV & WIN126/ULEV" "3.56" 7 0 0.95001221
 0.97000122 1 1.029999 1.049988 1.999969 0.018005369 0.018005369 0.01199341 0.0099945068
 0.01199341 0.018005369 0.018005369
 "BVAJAS9" "0A31A80E05" "2000" "3.8" "AX4S" "WIN126 COST SAVE" "3.56" 7 0 0.95001221
 0.97000122 1 1.029999 1.049988 1.999969 0.018005369 0.018005369 0.01199341 0.0099945068
 0.01199341 0.018005369 0.018005369
 "BVAJASG" "0A31C80E10" "2000" "3.8" "AX4S" "WIN126 ULEV & WIN126/ULEV" "3.56" 7 0 0.95001221
 0.97000122 1 1.029999 1.049988 1.999969 0.018005369 0.018005369 0.01199341 0.0099945068
 0.01199341 0.018005369 0.018005369
 "BVAJASH" "0A31A80E05" "2000" "3.8" "AX4S" "WIN126 COST SAVE" "3.56" 7 0 0.95001221
 0.97000122 1 1.029999 1.049988 1.999969 0.018005369 0.018005369 0.01199341 0.0099945068
 0.01199341 0.018005369 0.018005369
 "BVAJASS" "0A31A80G10" "2000" "3.8" "AX4S" "WIN126" "3.56" 7 0 0.95001221 0.97000122 1
 1.029999 1.049988 1.999969 0.018005369 0.018005369 0.01199341 0.0099945068 0.01199341
 0.018005369 0.018005369
 "BVAJAST" "0A31B80E10" "2000" "3.8" "AX4S" "WIN126" "3.56" 7 0 0.95001221 0.97000122 1
 1.029999 1.049988 1.999969 0.018005369 0.018005369 0.01199341 0.0099945068 0.01199341
 0.018005369 0.018005369
 "BVAJASZ" "0A31B80E10" "2000" "3.8" "AX4S" "WIN126" "3.56" 7 0 0.95001221 0.97000122 1
 1.029999 1.049988 1.999969 0.018005369 0.018005369 0.01199341 0.0099945068 0.01199341
 0.018005369 0.018005369
 "BWAJ3N2" "1DD14N0510" "2001" "3.0" "4P50N" "TAU/SABLE 4V" "3.98" 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.01199341 0.01199341 0.0249939
 0.0249939
 "BWAJ4N8" "1DD12N0510" "2001" "3.0" "4P50N" "TAU/SABLE 2V" "3.77" 7 0 0 0.95001221
 0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
 0.0249939 0.0249939
 "BWAJ4S6" "1DD1280510" "2001" "3.0" "AX4S" "TAU/SABLE 2V" "3.77" 7 0 0 0.95001221 0.98001099
 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695 0.0249939
 0.0249939
 "BWAJ6N3" "1DD1F00512" "2001" "3.0" "4P50N" "D186 - FFV Ethanol" "3.77" 7 0 0 0.95001221
 0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
 0.0249939 0.0249939
 "BWAJ6S3" "1DD1F00512" "2001" "3.0" "AX4S" "D186 - FFV Ethanol" "3.77" 7 0 0 0.95001221
 0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
 0.0249939 0.0249939
 "BXAN95Z" "0DD13N0505" "2000" "3.0" "AX4N" "D186 CS Cat - 2V Calif & D186 COST SAVE - CALIF
 & D186 CSCat - 2V CALIF" "3.77" 7 0 0 0.95001221 0.98001099 1.019989 1.149994 1.999969
 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695 0.0249939 0.0249939
 "BXAN9BP" "0DD12N0E11" "2000" "3.0" "AX4N" "TAU/SABLE 2V" "3.77" 7 0 0 0.95001221 0.98001099
 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695 0.0249939
 0.0249939
 "BXAN9NJ" "0DD13N0A05" "2000" "3.0" "AX4N" "D186 CS Cat - 2V Fed" "3.77" 7 0 0 0.95001221
 0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
 0.0249939 0.0249939
 "BXAN9NK" "0DD12N0A10" "2000" "3.0" "AX4N" "TAU/SABLE 2V" "3.77" 7 0 0 0.95001221 0.98001099
 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695 0.0249939

0.0249939
 BXAN9SP "0DD1280A10" *2000* *3.0* *AX48* *TAU/SABLE 2V* *3.77* 7 0 0 0.95001221 0.98001099
 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695 0.0249939
 0.0249939
 BXAN9SZ "0DD1380A05" *2000* *3.0* *AX48* *D186 CS Cat - 2V Fed* *3.77* 7 0 0 0.95001221
 0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
 0.0249939 0.0249939
 BXANB5H "0DD15N0506" *2000* *3.0* *AX4N* *D186 CS Cat - 4V Calif & D186 CSCat - Cal 4V &
 D186 CSCat - 2V CALIF & D186 CS CAT CALIF 4V & D186 COST SAVE CALIF 4V & D186 COST SAVE -
 CALIF* *3.98* 7 0 0 0.75 0.95999151 1.040009 1.25 1.999969 0.0249939 0.0249939 0.0249939
 0.01199341 0.01199341 0.0249939 0.0249939
 BXANB5M "0DD15N0506" *2000* *3.0* *AX4N* *D186 CS Cat - 4V Calif & D186 COST SAVE CALIF
 4V & D186 CSCat - Cal 4V & D186 CSCat - 2V CALIF & D186 CS CAT CALIF 4V & D186 COST SAVE -
 CALIF* *3.98* 7 0 0 0.75 0.95999151 1.040009 1.25 1.999969 0.0249939 0.0249939 0.0249939
 0.01199341 0.01199341 0.0249939 0.0249939
 BXANBAJ "0DD15N0A05" *2000* *3.0* *AX4N* *D186 CS Cat - 4V Fed & D186 CS CAT FED 4V &
 D186 CSCat Fed 4V* *3.98* 7 0 0 0.75 0.95999151 1.040009 1.25 1.999969 0.0249939 0.0249939
 0.0249939 0.01199341 0.01199341 0.0249939 0.0249939
 BXANBAK "0DD14N0A06" *2000* *3.0* *AX4N* *TAU/SABLE 4V* *3.98* 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.01199341 0.01199341 0.0249939
 0.0249939
 BXANBAN "0DD14N0A06" *2000* *3.0* *AX4N* *TAU/SABLE 4V* *3.98* 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.01199341 0.01199341 0.0249939
 0.0249939
 BXANBAZ "0DD15N0A05" *2000* *3.0* *AX4N* *D186 CS Cat - 4V Fed & D186 CSCat Fed 4V &
 D186 CS CAT FED 4V* *3.98* 7 0 0 0.75 0.95999151 1.040009 1.25 1.999969 0.0249939 0.0249939
 0.0249939 0.01199341 0.01199341 0.0249939 0.0249939
 BXANBBL "0DD14N0B06" *2000* *3.0* *AX4N* *TAU/SABLE 4V* *3.98* 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.01199341 0.01199341 0.0249939
 0.0249939
 BXANBBZ "0DD14N0B06" *2000* *3.0* *AX4N* *TAU/SABLE 4V* *3.98* 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.01199341 0.01199341 0.0249939
 0.0249939
 BXANSD4 "0DD18D0508" *2000* *3.0* *AX48* *D186 - FFV Ethanol* *3.77* 7 0 0 0.95001221
 0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
 0.0249939 0.0249939
 BXANSDY "0DD18D0505" *2000* *3.0* *AX4N* *D186 - FFV W/AX4N & D186-FFV W/AX4N* *3.77* 7 0
 0 0.95001221 0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695
 0.01249695 0.0249939 0.0249939
 CRAIBK9 "9VNA-BK BC" *1999* *4.6* *4R70W* *FORD/MERCURY* *2.73* 7 0 0 0 0.70001221 1
 1.299988 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.000015258791 0.029998779
 0.029998779
 CRAIBL6 "9VNA-AL BFM" *1999* *4.6* *4R70W* *FORD/MERCURY* *3.27* 7 0 0 0 0 0 1.999969
 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779
 CRAIBL8 "9VNA-BL BC" *1999* *4.6* *4R70W* *FORD/MERCURY* *3.27* 7 0 0 0 0.70001221 1
 1.299988 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.000015258791 0.029998779
 0.029998779
 CRAIBM8 "9VNA-BM BC" *1999* *4.6* *4R70W* *LINC.TOWNCAR* *3.08* 7 0 0 0 0.70001221 1
 1.299988 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.000015258791 0.029998779
 0.029998779
 CRAIBS8 "9VNA-BS B" *1999* *4.6* *4R70W* *LINC.TOWNCAR* *3.27* 7 0 0 0 0.70001221 1
 1.299988 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.000015258791 0.029998779
 0.029998779
 CRAICAZ "9VNA-AAR" *1999* *4.6* *4R70W* *FORD/MERCURY* *3.55* 7 0 0 0 0 0 1.999969
 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779
 CRAICD2 "9VNA-GD CG" *1999* *4.6* *4R70W* *FORD/MERCURY* *3.08* 7 0 0 0 0 0 1.999969
 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779
 CRAICE3 "9VNA-GE CG" *1999* *4.6* *4R70W* *FORD/MERCURY* *3.27* 7 0 0 0 0 0 1.999969
 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779
 CRAICF3 "9VNA-GF CG" *1999* *4.6* *4R70W* *LINC.TOWNCAR* *3.08* 7 0 0 0 0 0 1.999969
 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779
 CRAICK5 "9VNA-AK CFB" *1999* *4.6* *4R70W* *FORD/MERCURY* *2.73* 7 0 0 0 0 0 1.999969
 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779
 CRAICL5 "9VNA-AL CFM" *1999* *4.6* *4R70W* *FORD/MERCURY* *3.27* 7 0 0 0 0 0 1.999969
 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779
 CRAICLZ "9VNA-AL CFM" *1999* *4.6* *4R70W* *FORD/MERCURY* *3.27* 7 0 0 0 0 0 1.999969
 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779 0.029998779
 CRAIDM2 "9VNA-BM BC" *1999* *4.6* *4R70W* *LINC.TOWNCAR* *3.08* 7 0 0 0 0.70001221 1
 1.299988 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.000015258791 0.029998779
 0.029998779
 CRAIDM6 "9VNA-AM CFB" *1999* *4.6* *4R70W* *LINC.TOWNCAR* *3.08* 7 0 0 0.95001221

0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
CRAIDSZ *9VNA-B5 B* *1999* *4.6* *4R70W* *LINK.TOWNCAR* *3.27* 7 0 0 0 0.70001221 1
1.299988 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.000015258791 0.029998779
0.029998779
CSA1G4 *1PBLNG0505* *2001* *4.6* *4R70W* *FORD Nat. Gas* *2.73* N/A
CSA1GZ *2PBLNG0505* *2002* *4.6* *4R70W* *FORD Nat. Gas* *2.73* N/A
CSA1L3 *8-1UL RUGS* *1999* *4.6* *4R70W* *FORD Nat. Gas* *2.73* N/A
CSA1V4 *9VNA-AV A* *1999 & 2000 & 2001* *4.6* *4R70W* *FORD Nat. Gas* *2.73* N/A
CVAE7BY *9VFM-ABC* *1999* *4.6* *T45* *MUSTANG COBRA* *3.27* 7 0 0 0.75 0.92001343
1.079987 1.25 1.999969 0.044998169 0.044998169 0.044998169 0.02200317 0.02200317 0.044998169
0.044998169
CVAE7F8 *0ZE2CF051D* *2000* *4.6* *T45* *MUSTANG COBRA* *3.27* 7 0 0 0.75 0.92001343
1.079987 1.25 1.999969 0.044998169 0.044998169 0.044998169 0.02200317 0.02200317 0.044998169
0.044998169
CVAE7R5 *0ZE2CR0506* *2000* *5.4* *Undef* *MUSTANG COBRA R* *Undef* 7 0 0 0.75 0.96002197
1.080017 1.25 1.999969 0.032012939 0.032012939 0.032012939 0.01701355 0.01701355 0.032012939
0.032012939
CVAF1A3 *9VXM-AAC* *1999* *4.6* *T45* *MUSTANG GT* *3.27* 7 0 0.75 0.8999939 0.98999017 1.
1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939 0.029998779
0.029998779
CVAF1A6 *9VXM-BAD* *1999* *4.6* *T45* *MUSTANG GT* *3.27* 7 0 0.75 0.8999939 0.98999017 1.
1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939 0.029998779
0.029998779
CVAF1B3 *9VXM-ABC* *1999* *4.6* *T45* *MUSTANG GT* *3.27* 7 0 0.75 0.8999939 0.98999017 1.
1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939 0.029998779
0.029998779
CVAF1B6 *9VXM-BBD* *1999* *4.6* *T45* *MUSTANG GT* *3.27* 7 0 0.75 0.8999939 0.98999017 1.
1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939 0.029998779
0.029998779
CVAF1C3 *9VXA-AAC* *1999 & 2000* *4.6* *4R70W* *MUSTANG GT* *3.27* 7 0 0.75 0.8999939
0.98999017 1 1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939
0.029998779 0.029998779
CVAF1CX *9VXA-ABC* *1999 & 2000* *4.6* *4R70W* *MUSTANG GT* *3.27* 7 0 0.75 0.8999939
0.98999017 1 1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939
0.029998779 0.029998779
CVAF1CY *9VXA-BAC* *1999* *4.6* *4R70W* *MUSTANG GT* *3.27* 7 0 0.75 0.8999939 0.98999017
1 1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939 0.029998779
0.029998779
CVAF1CZ *9VXA-BBC* *1999* *4.6* *4R70W* *MUSTANG GT* *3.27* 7 0 0.75 0.8999939 0.98999017
1 1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939 0.029998779
0.029998779
CVBA0A2 *9LMA-BA BC & 9LMA-BAB* *1999 & 2000* *3.8* *4R70W* *MUSTANG* *3.27* 7 0 0 0 0 0 0
1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
CVBA0A4 *9LMA-BA BC & 9LMA-BAB* *1999 & 2000* *3.8* *4R70W* *MUSTANG* *3.27* 7 0 0 0 0 0 0
1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
CVBA0B3 *9LMA-BA BFB & 9LMA-ABB* *1999 & 2000* *3.8* *4R70W* *MUSTANG* *3.27* 7 0 0 0 0 0
0 1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
CVBA0B5 *9LMA-BA BFB & 9LMA-ABB* *1999 & 2000* *3.8* *4R70W* *MUSTANG* *3.27* 7 0 0 0 0 0
0 1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
CVBA2B3 *9LMM-BBC* *2000 & 1999* *3.8* *T50D* *MUSTANG* *3.08 & 3.27* 7 0 0 0 0 0
1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
CVBA2B5 *9LMM-BBC* *2000 & 1999* *3.8* *T50D* *MUSTANG* *3.08 & 3.27* 7 0 0 0 0 0
1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
CVBA2B6 *9LMM-ABC* *1999 & 2000* *3.8* *T50D* *MUSTANG* *3.27 & 3.08* 7 0 0 0 0 0
1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
CVBA2B2 *9LMM-ABC* *1999 & 2000* *3.8* *T50D* *MUSTANG* *3.27 & 3.08* 7 0 0 0 0 0
1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
CXAB3H5 *9VNA-BH CFB & 9VNA-BHC* *1999* *4.6* *4R70W* *LINK.TOWNCAR* *3.55* 7 0 0
0.95001221 0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779
0.020004271 0.020004271 0.029998779 0.029998779
DOAR3AY *0M11A30512* *2002* *3.0* *CD4E* *U204* *Undef* 7 0 0 0 0 0 1.999969 0.085006706
0.085006706 0.085006706 0.085006706 0.085006706 0.085006706 0.085006706
DOAR3B5 *0M11B30512* *2002* *3.0* *CD4E* *U204* *Undef* 7 0 0 0 0 0 1.999969 0.085006706
0.085006706 0.085006706 0.085006706 0.085006706 0.085006706 0.085006706
DOAR3C5 *0M11C30512* *2002* *3.0* *CD4E* *U204* *Undef* 7 0 0 0 0 0 1.999969 0.085006706
0.085006706 0.085006706 0.085006706 0.085006706 0.085006706 0.085006706
DOAR43S *2M11B30510* *2002* *3.0* *C4DE* *U204 Cat. Opt.* *Undef* 7 0 0 0 0 0 1.999969
0.085006706 0.085006706 0.085006706 0.085006706 0.085006706 0.085006706
DOAR43T *2M11C30510* *2002* *3.0* *C4DE* *U204 Cat. Opt.* *Undef* 7 0 0 0 0 0 1.999969
0.085006706 0.085006706 0.085006706 0.085006706 0.085006706 0.085006706

'DOAR43W' *2M11A30510* *2002* *3.0* *C4DE* *U204 Cat. Opt.* *Undef* 7 0 0 0 0 0 1.999969
0.085006706 0.085006706 0.085006706 0.085006706 0.085006706 0.085006706 0.085006706
'DVAN923' *DM12A20512* *2001 & 2002* *2.0* *G5M* *U204* *Undef* 7 0 0 0 0.75 1 1.25 1.999969
0.059997559 0.059997559 0.059997559 0.059997559 0.029998779 0.059997559 0.059997559
'DVAN924' *DM12B20512* *2001 & 2002* *2.0* *G5M* *U204* *Undef* 7 0 0 0 0.75 1 1.25 1.999969
0.059997559 0.059997559 0.059997559 0.059997559 0.029998779 0.059997559 0.059997559
'DVAN92U' *DM12A20512* *2001 & 2002* *2.0* *G5M* *U204* *Undef* 7 0 0 0 0.75 1 1.25 1.999969
0.059997559 0.059997559 0.059997559 0.059997559 0.029998779 0.059997559 0.059997559
'DVAN92Y' *DM11A20513* *2001 & 2002* *2.0* *CD4E* *U204* *Undef* 7 0 0 0 0.75 1 1.25
1.999969 0.059997559 0.059997559 0.059997559 0.059997559 0.029998779 0.059997559 0.059997559
'DVANA2Z' *DM11A20520* *2002* *2.0* *Undef* *U204* *Undef* 7 0 0 0 0.75 1 1.25 1.999969
0.059997559 0.059997559 0.059997559 0.059997559 0.029998779 0.059997559 0.059997559
'FRACOCX' *9LAA-AC B* *1999* *3.0* *AX4S* *DN101 - FFV Ethanol* *3.77* 7 0 0 0 0 0
1.999969 0.0249939 0.0249939 0.0249939 0.0249939 0.0249939 0.0249939 0.0249939
'FCAKOCZ' *9VMA-ACB* *1999* *4.6* *AX4N* *CONTINENTAL* *3.56* 7 0 0.75 0.92999268 1.079987
1.149994 1.25 1.999969 0.0249939 0.0249939 0.01100159 0.01100159 0.01499939 0.018005369
0.018005369
'FCALOCY' *9VMA-JCD* *2001 & 2000 & 1999* *4.6* *4F50N & AX4N* *CONTINENTAL* *3.56* 7 0 0.75
0.92999268 1.079987 1.149994 1.25 1.999969 0.0249939 0.0249939 0.01100159 0.01100159
0.01499939 0.018005369 0.018005369
'FDRA087' *1A31A80G12* *2001* *3.8* *4F50N* *WIN126* *3.56* 7 0 0.95999151 0.97000122 1
1.029999 1.040009 1.999969 0.020400999 0.018005369 0.01199341 0 0.01199341 0.018005369
0.020400999
'FDRA08U' *1A31A80Q13* *2001* *3.8* *Undef* *WIN126* *Undef* 7 0 0.95999151 0.97000122 1
1.029999 1.040009 1.999969 0.020400999 0.018005369 0.01199341 0 0.01199341 0.018005369
0.020400999
'FDRA08X' *1A31A80G12* *2001* *3.8* *4F50N* *WIN126* *3.56* 7 0 0.95999151 0.97000122 1
1.029999 1.040009 1.999969 0.020400999 0.018005369 0.01199341 0 0.01199341 0.018005369
0.020400999
'FDRC056' *1A31A80512* *2001* *3.8* *4F50N* *WIN126* *3.56* 7 0 0.95999151 0.97000122 1
1.029999 1.040009 1.999969 0.020400999 0.018005369 0.01199341 0 0.01199341 0.018005369
0.020400999
'FHAF8F3' *2DD13P0511* *2002* *3.0* *Undef* *D186 FFV Pt-Rh CAT OPT* *Undef* 7 0 0
0.95001221 0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695
0.01249695 0.0249939 0.0249939
'FHAF8N2' *2DD13M0511* *2002* *3.0* *4F50N* *D186 2V Pt-Rh CAT OPT* *3.77* 7 0 0 0.95001221
0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
0.0249939 0.0249939
'FHAF8N4' *2DD14N0511* *2002* *3.0* *4F50N* *D186 4V & TAU/SABLE 4V* *3.98* 7 0 0 0.75
0.95999151 1.040009 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.01199341 0.01199341
0.0249939 0.0249939
'FHAF8N8' *2DD15M0506* *2002* *3.0* *4F50N* *D186 4V PT-RH CAT OPT* *3.98* 7 0 0 0.75
0.95999151 1.040009 1.25 1.999969 0.0249939 0.0249939 0.0249939 0.01199341 0.01199341
0.0249939 0.0249939
'FHAF8N2' *2DD12M0511* *2002* *3.0* *4F50N* *TAU/SABLE 2V* *3.77* 7 0 0 0.95001221
0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
0.0249939 0.0249939
'FHAF8S2' *2DD13S0511* *2002* *3.0* *AX4S* *D186 2V Pt-Rh CAT OPT* *3.77* 7 0 0 0.95001221
0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
0.0249939 0.0249939
'FHAF8SY' *2DD1F80507* *2002* *3.0* *AX4S* *D186 - FFV Ethanol* *3.77* 7 0 0 0.95001221
0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695 0.01249695
0.0249939 0.0249939
'FHAF8V4' *2DD13V0511* *2002* *3.0* *Undef* *D186 FFV Pt-Rh CAT OPT* *Undef* 7 0 0
0.95001221 0.98001099 1.019989 1.149994 1.999969 0.0249939 0.0249939 0.0249939 0.01249695
0.01249695 0.0249939 0.0249939
'FJAB0A8' *2A31CA0506* *2002* *3.8* *4F50N* *WIN126* *3.56* 7 0 0.95999151 0.97000122 1
1.029999 1.040009 1.999969 0.020400999 0.018005369 0.01199341 0 0.01199341 0.018005369
0.020400999
'FJAB0CZ' *2A312C0510* *2002* *3.8* *4F50N* *2002.5 WIN126 Cat Opt* *3.56* 7 0 0.95999151
0.97000122 1 1.029999 1.040009 1.999969 0.020400999 0.018005369 0.01199341 0 0.01199341
0.018005369 0.020400999
'GRAK8EG' *8-04E R13FM & 9EQA-AK A* *1999* *2.0* *F4E3* *ESCORT/TRACER 4V* *3.74* 7 0 0
0.8500061 0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757
0.01400757 0.020004271 0.0249939
'GRAK8EX' *8-03E R13FM* *1999* *2.0* *G5M* *ESCORT/TRACER 4V* *4.11* 7 0 0 0.8500061
0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757
0.020004271 0.0249939
'GRAK8KY' *9EQM-BK A* *1999* *2.0* *G5M* *ESCORT/TRACER 4V* *4.11* 7 0 0 0.8500061
0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757
0.020004271 0.0249939

GRAK8KZ *9EQM-AK A* *1999* *2.0* *G5M* *ESCORT/TRACER 4V* *4.11* 7 0 0 0.8500061
 0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757
 0.020004271 0.0249939
 GRAK8RF *8-04R R13C & 9EQA-BK A* *1999* *2.0* *F4E3* *ESCORT/TRACER 4V* *3.74* 7 0 0
 0.8500061 0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757
 0.01400757 0.020004271 0.0249939
 GRAK8RX *8-03R R13C* *1999* *2.0* *G5M* *ESCORT/TRACER 4V* *4.11* 7 0 0 0.8500061
 0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757
 0.020004271 0.0249939
 GRAK8RY *8-03R R13C* *1999* *2.0* *G5M* *ESCORT/TRACER 4V* *4.11* 7 0 0 0.8500061
 0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757
 0.020004271 0.0249939
 GVAK8B3 *7-08B R12* *1999* *2.0* *F4E3* *ESCORT/TRACER 2V* *3.74* N/A
 GVAK8C3 *7-07C R12* *1999* *2.0* *G5M* *ESCORT/TRACER 2V* *3.85* N/A
 GWAG6G3 *9EQM-AG A* *1999* *2.0* *G5M* *ESCORT/TRACER 2V* *3.85* 7 0 0 0.95001221 1
 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
 0.044998169 0.050003052
 GWAG6G6 *9EQM-BG BC* *1999* *2.0* *MTA75* *ESCORT/TRAC 2V LEV* *3.85* 7 0 0 0.95001221 1
 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
 0.044998169 0.050003052
 GWAG6GY *9EQA-BG A* *1999* *2.0* *F4E3* *ESCORT/TRACER 2V* *3.74* 7 0 0 0.95001221 1
 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
 0.044998169 0.050003052
 GWAG6GZ *9EQA-AG A* *1999* *2.0* *F4E3* *ESCORT/TRACER 2V* *3.74* 7 0 0 0.95001221 1
 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
 0.044998169 0.050003052
 GWAG6H3 *9EQA-AH A* *1999* *2.0* *F4E3* *ESCORT/TRACER 2V* *3.74* 7 0 0 0.95001221 1
 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
 0.044998169 0.050003052
 JAAS6B3 *9WHA-ABK* *2000* *3.9* *5R55W* *DEW98* *3.58* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.02 0.02 0.02 0.02 0.02 0.02 0.02
 JAAS6B8 *9WHA-BAK* *2000* *3.9* *5R55W* *DEW98* *3.31* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.02 0.02 0.02 0.02 0.02 0.02 0.02
 JAAS6B9 *9LDA-BBH* *2001 & 2000* *3.0* *5R55W & 5R55W* *DEW98* *3.07 & 3.58* 7 0 0.75
 0.89999998 1 1.1 1.25 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999
 0.039999999
 JAAS6N2 *9LDA-ENB* *2000* *3.0* *Undef* *DEW98* *Undef* 7 0 0.75 0.89999998 1 1.1 1.25
 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JAAS7A3 *9WHA-AGC* *2000* *3.9* *Undef* *DEW98* *3.31* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.02 0.02 0.02 0.02 0.02 0.02 0.02
 JAAS7A7 *9WHA-EAJ* *2000* *3.9* *5R55W* *DEW98* *3.58* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.02 0.02 0.02 0.02 0.02 0.02 0.02
 JAAS7A8 *9WHA-BAH* *2000* *3.9* *5R55W* *DEW98* *3.31* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.02 0.02 0.02 0.02 0.02 0.02 0.02
 JAAS7CB *9LDA-BCG* *2000* *3.0* *5R55W* *DEW98* *3.58* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JAAS7S9 *9LDA-BSG* *2000* *3.0* *5R55W* *DEW98* *3.58* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JAAT6A2 *9LDA-AAH* *2000* *3.0* *5R55W* *DEW98* *3.58* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JAAT6A3 *9LDA-ACG* *2000* *3.0* *5R55W* *DEW98* *3.58* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JBAS9A5 *9LDM-AAE* *2000* *3.0* *M5GR* *DEW98* *3.07* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JBAS3A2 *9LDM-EAG* *2000* *3.0* *M5GR* *DEW98* *3.07* 7 0 0.75 0.89999998 1 1.1 1.25 1.25
 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JBAS3CZ *9LDM-ACG* *2000 & 2001* *3.0* *M5GR* *DEW98 & DEW98 M/T* *3.07* 7 0 0.75
 0.89999998 1 1.1 1.25 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999
 0.039999999
 JBAT586 *1LQ2680512* *2001* *3.0* *GERTAG* *DEW98 M/T* *3.07* 7 0 0.75 0.89999998 1 1.1
 1.25 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JBAT587 *1LQ2680511* *2001* *3.0* *GERTAG* *DEW98 M/T* *3.07* 7 0 0.75 0.89999998 1 1.1
 1.25 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JDBC1M8 *2SR12M0505* *2002* *3.9* *5R55W* *M205* *3.58* 7 0 0.75 0.89999998 1 1.1 1.25
 1.25 0.02 0.02 0.02 0.02 0.02 0.02
 JDBD4B6 *2LQ1780510* *2002* *3.0* *5R55W* *DEW V6 .75 O/D* *3.58* 7 0 0.75 0.89999998 1
 1.1 1.25 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JDBD4BZ *2LQ1680512* *2002* *3.0* *5R55W* *DEW98* *3.58* 7 0 0.75 0.89999998 1 1.1 1.25
 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 JDBD4SV *2LQ1680512* *2002* *3.0* *5R55W* *DEW98* *3.58* 7 0 0.75 0.89999998 1 1.1 1.25
 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999

*JDEB4SW" *2LQ1750510" *2002" *3.0" *5R55W" *DEW V6 .75 O/D" *3.58" 7 0 0.75 0.89999998 1
 1.1 1.25 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 *JBATEF8" *1U51AF0B15" *2002" *4.0" *5R55W" *U152 FFV 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05
 1.1 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JBATEG8" *1U51BGOA15" *2002" *4.0" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05 1.1
 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JBATEGW" *1U51AGOM15" *2002" *4.0" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05 1.1
 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JBATRGY" *1U51AGOM15" *2002" *4.0" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05 1.1
 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JBATFF6" *1U51AF0B21" *2002" *4.0" *5R55W" *U152 FFV 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05
 1.1 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JBATFG6" *1U51BGOA21" *2002" *4.0" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05 1.1
 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JBATFGK" *1U51AGOM21" *2002" *4.0" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05 1.1
 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JBATFGY" *1U51BGOA21" *2002" *4.0" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05 1.1
 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JEAU153" *1U51A50M16" *2002" *4.6" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 0.89999998
 0.94999999 1 1.05 1.1 1.25 0.059999999 0.050000001 0.035999998 0.029999999 0.035999998
 0.050000001 0.059999999
 *JEAU159" *1U51A50B16" *2002" *4.6" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 0.89999998
 0.94999999 1 1.05 1.1 1.25 0.059999999 0.050000001 0.035999998 0.029999999 0.035999998
 0.050000001 0.059999999
 *JEAU252" *1U51A50M10" *2002" *4.6" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 0.89999998
 0.94999999 1 1.05 1.1 1.25 0.059999999 0.050000001 0.035999998 0.029999999 0.035999998
 0.050000001 0.059999999
 *JEAU259" *1U51A50B10" *2002" *4.6" *5R55W" *U152 2001.5" *3.27/3.55" 7 0.75 0.89999998
 0.94999999 1 1.05 1.1 1.25 0.059999999 0.050000001 0.035999998 0.029999999 0.035999998
 0.050000001 0.059999999
 *JBFB452" *2U51A50510" *2002" *4.6" *5R55S" *U152" *3.27/3.55" 7 0.75 0.89999998 0.94999999
 1 1.05 1.1 1.25 0.059999999 0.050000001 0.035999998 0.029999999 0.035999998 0.050000001
 0.059999999
 *JBFB45Z" *2U51A50M10" *2002" *4.6" *5R55S" *U152" *3.27/3.55" 7 0.75 0.89999998 0.94999999
 1 1.05 1.1 1.25 0.059999999 0.050000001 0.035999998 0.029999999 0.035999998 0.050000001
 0.059999999
 *JBFBF4" *2U51AF0509" *2002" *4.0" *5R55S" *U152 FFV" *Undef" 7 0.75 1 1.03 1.05 1.1 1.15
 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JBFBF6" *2U51BGOA08" *2002" *4.0" *5R55S" *U152" *Undef" 7 0.75 1 1.03 1.05 1.1 1.15 1.25
 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JBFBF8" *2U51AGOM08" *2002" *4.0" *5R55S" *U152" *Undef" 7 0.75 1 1.03 1.05 1.1 1.15 1.25
 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JFA05G9" *1U52AG0B11" *2002" *4.0" *M5" *U152 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05 1.1
 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JFA06G5" *1U52AG0B15" *2002" *4.0" *M5" *U152 2001.5" *3.27/3.55" 7 0.75 1 1.03 1.05 1.1
 1.15 1.25 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JFED6G2" *2U52AG0506" *2002" *4.0" *M5" *U152" *3.27/3.55" 7 0.75 1 1.03 1.05 1.1 1.15 1.25
 0.002000001 0.015 0.015 0.029999999 0.045000002 0.079999998 0.1
 *JJED3S7" *2LQ2680512" *2002" *3.0" *5R55S" *DEW98" *3.07" 7 0 0.75 0.89999998 1 1.1 1.25
 1.25 0.039999999 0.039999999 0.029999999 0.02 0.029999999 0.039999999 0.039999999
 *KAAK8D2" *9EQM-AD DFM" *1999" *2.0" *MTX75" *99.5 CDW" *3.82" 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 *KAAK8D5" *9EQM-BD EC" *1999" *2.0" *CD4E" *99.5 CDW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KAAK8D7" *9EQM-MD C" *1999" *2.0" *CD4E" *99.5 CDW" *4.23" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KAAK8DW" *9EQM-AD RFB" *1999" *2.0" *CD4E" *99.5 CDW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KAAK8DY" *9EQM-AD DFM" *1999" *2.0" *MTX75" *99.5 CDW" *3.82" 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 *KAAK8DZ" *9EQM-BD D" *1999" *2.0" *MTX75" *99.5 CDW" *3.82" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KAAK9VU" *9EQM-MV C" *2000" *2.0" *CD4E" *CONTOUR/MYSTIQUE" *4.23" 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 *KAAKAV3" *9EQM-BV F" *2000" *2.0" *CD4E" *CONTOUR/MYSTIQUE" *3.92" 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 *KAAKAVU" *9EQM-AV F" *2000" *2.0" *MTX75" *CONTOUR/MYSTIQUE" *3.82" 7 0 0 0.75 0.95999151

1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 KA0AVV *9EQM-AV F* *2000* *2.0* *CD4E* *CONTOUR/MYSTIQUE* *3.92* 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 KA0AVV *9EQM-AV F* *2000* *2.0* *MTX75* *CONTOUR/MYSTIQUE* *3.82* 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 KA0AVX *9EQM-BV F* *2000* *2.0* *MTX75* *CONTOUR/MYSTIQUE* *3.82* 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 KA0AZ2 *0NB1FZ0A05* *2000* *2.0* *CD4E* *CDW AFQVM* *3.92* 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 KA0AZY *0NB1FZ0B05* *2000* *2.0* *CD4E* *CDW AFQVM* *3.92* 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 KBAN2H2 *9LGM-AH A* *1999* *2.5* *MTX75* *CONTOUR SVT 99.5* *4.06* 7 0 0.75 0.8500061
 0.95001221 1.079987 1.25 1.999969 0.1999969 0.1999969 0.1499939 0.01499939 0.01499939
 0.1000061 0.1000061
 KBAN2HB *9LGM-EH C* *1999* *2.3* *MTX75* *MONDEO ST200 99.5* *3.81* 7 0 0.75 0.8500061
 0.95001221 1.079987 1.25 1.999969 0.1499939 0.1499939 0.1100006 0.0099945068 0.0099945068
 0.074996948 0.074996948
 KBAN4CB *9LCA-AC DFM* *1999* *2.5* *CD4E* *BRONCO & CDW/SW 99.5* *3.77* 7 0 0 0.96899408
 0.97000122 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939
 0.01499939 0.029998779 0.029998779
 KBAN4CG *9LCA-BC DC* *1999* *2.5* *CD4E* *BRONCO* *3.77* 7 0 0 0.96899408 0.97000122
 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939 0.01499939
 0.029998779 0.029998779
 KBAN4CH *9LCA-AC DFM* *1999* *2.5* *CD4E* *BRONCO & CDW/SW 99.5* *3.77* 7 0 0 0.96899408
 0.97000122 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939
 0.01499939 0.029998779 0.029998779
 KBAN4D5 *9LCA-ED CE* *1999* *2.5* *CD4E* *99.5 COUGAR/MONDEO* *3.77* 7 0 0 0.75 0.8999939
 1.100006 1.149994 1.999969 0.020004271 0.020004271 0.020004271 0.00050353998 0.00050353998
 0.059997559 0.059997559
 KBAN4DC *9LGM-AD EFM* *1999* *2.5* *MTX75* *99.5 SW* *4.06* 7 0 0 0.96899408 0.97000122
 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939 0.01499939
 0.029998779 0.029998779
 KBAN4DK *9LGM-BD EC* *1999* *2.5* *MTX75* *99.5 SW* *4.06* 7 0 0 0.96899408 0.97000122
 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939 0.01499939
 0.029998779 0.029998779
 KBAN4DL *9LCA-BD DC* *1999* *2.5* *CD4E* *99.5 SW* *3.77* 7 0 0 0.96899408 0.97000122
 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939 0.01499939
 0.029998779 0.029998779
 KBAN4DM *9LCA-AD DFB* *1999* *2.5* *CD4E* *99.5 SW* *3.77* 7 0 0 0.96899408 0.97000122
 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939 0.01499939
 0.029998779 0.029998779
 KBAN4X2 *9LGM-AE C* *1999* *2.5* *MTX75* *CONTOUR SVT 99.5* *4.06* 7 0 0.75 0.8500061
 0.95001221 1.079987 1.25 1.999969 0.1999969 0.1999969 0.1499939 0.01499939 0.01499939
 0.1000061 0.1000061
 KBAN4XB *9LGM-AH C* *1999* *2.5* *MTX75* *CONTOUR SVT 99.5* *4.06* 7 0 0.75 0.8500061
 0.95001221 1.079987 1.25 1.999969 0.1999969 0.1999969 0.1499939 0.01499939 0.01499939
 0.1000061 0.1000061
 KBAN7D2 *9LGM-ED BE* *1999* *2.5* *MTX75* *99.5 COUGAR/MONDEO* *3.82* 7 0 0 0.75 0.8999939
 1.100006 1.149994 1.999969 0.020004271 0.020004271 0.020004271 0.00050353998 0.00050353998
 0.059997559 0.059997559
 KBAN7D4 *9LCA-ED DE* *1999* *2.5* *CD4E* *99.5 COUGAR/MONDEO* *3.77* 7 0 0 0.75 0.8999939
 1.100006 1.149994 1.999969 0.020004271 0.020004271 0.020004271 0.00050353998 0.00050353998
 0.059997559 0.059997559
 KBAN7H7 *9LGM-EH G* *2000* *2.5* *MTX75* *MONDEO/COUGAR ST200* *3.81* 7 0 0.75 0.8500061
 0.95001221 1.079987 1.25 1.999969 0.1499939 0.1499939 0.1100006 0.0099945068 0.0099945068
 0.074996948 0.074996948
 KBAN7VQ *9LGM-BV H* *2000* *2.5* *MTX75* *CDW162/SW164* *4.06* 7 0 0 0.96899408 0.97000122
 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939 0.01499939
 0.0249939 0.0249939
 KBAN7VR *9LCA-BV H* *2000* *2.5* *CD4E* *CDW162/SW164* *3.77* 7 0 0 0.96899408 0.97000122
 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939 0.01499939
 0.0249939 0.0249939
 KBAN7WW *9LCA-BW G* *2000* *2.5* *CD4E* *COUGAR SW164* *3.77* 7 0 0 0.96899408 0.97000122
 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939 0.01499939
 0.0249939 0.0249939
 KBAN7WX *9LGM-BW G* *2000* *2.5* *MTX* *COUGAR SW164* *4.06* 7 0 0 0.96899408 0.97000122
 1.029999 1.031006 1.999969 0.050003052 0.050003052 0.050003052 0.01499939 0.01499939

0.0249939 0.0249939
KBAN7X4 *9LCM-AXE* *2000* *2.5* *MTX75* *CONTOUR SVT* *4.06* 7 0 0.75 0.8500061 0.95001221
1.079987 1.25 1.999969 0.1999969 0.1999969 0.1499939 0.01499939 0.01499939 0.1000061
0.1000061
KBAT1DB *12N25D0510* *2001* *2.5* *MTX* *COUGAR SW164* *4.06* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT1DC *12N27D0510* *2001* *2.5* *MTX* *COUGAR SW164* *4.06* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT1DD *12N2AD0510* *2001* *2.5* *MTX* *COUGAR SW164* *Undef* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT1DH *12N1AD0510* *2001* *2.5* *CD4E* *COUGAR SW164* *3.77* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT1DN *12N1ED0E10* *2001* *2.5* *CD4E* *COUGAR SW164* *3.77* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT1DP *12N15D0510* *2001* *2.5* *CD4E* *COUGAR SW164* *3.77* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT1DQ *12N2ED0E10* *2001* *2.5* *MTX* *COUGAR SW164* *Undef* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT2D4 *22N2ED0E00* *2002* *2.5* *MTX* *COUGAR SW164* *4.06* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT2DW *22N25D0500* *2002* *2.5* *MTX* *COUGAR SW164* *4.06* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT2DX *22N27D0500* *2002* *2.5* *MTX* *COUGAR SW164* *4.06* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBAT2DY *22N2AD0500* *2002* *2.5* *MTX* *COUGAR SW164* *Undef* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBA00D3 *22N1ED0E05* *2002* *2.5* *CD4E* *COUGAR SW164* *3.77* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBA00D6 *22N1AD0505* *2002* *2.5* *CD4E* *COUGAR SW164* *3.77* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KBA00D7 *22N15D0505* *2002* *2.5* *CD4E* *COUGAR SW164* *3.77* 7 0 0 0.92001343 1 1.019989
1.040009 1.999969 0.089996338 0.089996338 0.089996338 0.01499939 0.01499939 0.050003052
0.050003052
KHA14A5 *9LCA-EA DE* *1999* *2.5* *CD4E* *98.5 COUGAR/MONDEO* *3.77* 7 0 0 0 0 0 0
1.999969 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708
KHA15A9 *9LCA-AA BFM* *1999* *2.5* *CD4E* *98.5 CDW/SW* *3.77* 7 0 0 0 0 0 1.999969
0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
KHA15AA *9LCA-AA BFM* *1999* *2.5* *CD4E* *98.5 CDW/SW* *3.77* 7 0 0 0 0 0 1.999969
0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
KHA15AR *9LCA-BA BC* *1999* *2.5* *CD4E* *98.5 CDW/SW* *3.77* 7 0 0 0 0 0 1.999969
0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
KHA15AT *9LCA-EA DE* *1999* *2.5* *CD4E* *98.5 COUGAR/MONDEO* *3.77* 7 0 0 0 0 0 0
1.999969 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708
KHA15AU *9LCA-BA DE* *1999* *2.5* *CD4E* *98.5 COUGAR/MONDEO* *3.77* 7 0 0 0 0 0 0
1.999969 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708
KHA15B9 *9LCA-AB BFM* *1999* *2.5* *CD4E* *98.5 SW* *3.77* 7 0 0 0 0 0 1.999969
0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
KHA15EM *9LCA-BB BC* *1999* *2.5* *CD4E* *98.5 SW* *3.77* 7 0 0 0 0 0 1.999969
0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
KHA16SH *9LCA-BS HC* *1999* *2.5* *CD4E* *98.5 CDW/SW* *3.77* 7 0 0 0 0 0 1.999969
0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
KHA16SR *9LCA-AS GFM* *1999* *2.5* *CD4E* *98.5 CDW/SW* *3.77* 7 0 0 0 0 0 1.999969
0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
KHA16SS *9LCA-AS GFM* *1999* *2.5* *CD4E* *98.5 CDW/SW* *3.77* 7 0 0 0 0 0 1.999969
0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
KHA16SV *9LCA-ES GE* *1999* *2.5* *CD4E* *98.5 COUGAR/MONDEO* *3.77* 7 0 0 0 0 0 0
1.999969 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708
KHA16TB *9LCA-BT HC* *1999* *2.5* *CD4E* *98.5 SW* *3.77* 7 0 0 0 0 0 1.999969

0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
 *KHA16TX" *9LCA-AT GFB" *1999" *2.5" *CD4E" *98.5 SW" *3.77" 7 0 0 0 0 0 1.999969
 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
 *KHA18A9" *9LCA-BA F" *1999" *2.5" *MTX75" *98.5 COUGAR/MONDEO" *3.82" 7 0 0 0 0 0
 1.999969 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708
 *KHA18AA" *9LCA-AA FFM" *1999" *2.5" *MTX75" *98.5 CDW/SW" *4.06" 7 0 0 0 0 0 1.999969
 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
 *KHA18AL" *9LCA-AA FFM" *1999" *2.5" *MTX75" *98.5 CDW/SW" *4.06" 7 0 0 0 0 0 1.999969
 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
 *KHA18AM" *9LCA-BA FC" *1999" *2.5" *MTX75" *98.5 CDW/SW" *4.06" 7 0 0 0 0 0 1.999969
 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
 *KHA18AU" *9LCA-BA EE" *1999" *2.5" *MTX75" *98.5 COUGAR/MONDEO" *3.82" 7 0 0 0 0 0
 1.999969 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708 0.00100708
 *KHA18BA" *9LCA-AB FFB" *1999" *2.5" *MTX75" *98.5 SW" *4.06" 7 0 0 0 0 0 1.999969
 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
 *KHA18BT" *9LCA-BB FC" *1999" *2.5" *MTX75" *98.5 SW" *4.06" 7 0 0 0 0 0 1.999969
 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009 0.0019989009
 *KIAB1E2" *9EQM-AE DFB" *1999 & 2000" *2.0" *MTX75" *99.5 SW & COUGAR SW164" *3.82" 7 0 0
 0.75 0.95999151 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939
 0.01499939 0.03999329 0.03999329
 *KIAB1E3" *9EQM-BE DC" *1999 & 2000" *2.0" *MTX75" *99.5 SW & COUGAR SW164" *3.82" 7 0 0
 0.75 0.95999151 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939
 0.01499939 0.03999329 0.03999329
 *KIAB4Z4" *02N2AZ0510" *2001 & 2000" *2.0" *MTX75" *COUGAR SW164" *3.82" 7 0 0 0.75
 0.95999151 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939
 0.03999329 0.03999329
 *KIAC025" *2ZN2AZ0500" *2002" *2.0" *MTX75" *COUGAR SW164" *3.82" 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 *KMAK6S6" *0AK25S0512" *2000" *2.0" *B5" *FOCUS C170 SPI" *3.61" 7 0 0 0.95001221 1 1.049988
 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169
 0.050003052
 *KMAK6ZC" *0AK25S0512" *2000" *2.0" *MTX75" *FOCUS C170 ZETEC" *3.82" 7 0 0 0.95001221 1
 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
 0.044998169 0.050003052
 *KNAG4A5" *9EQA-AA FFB" *1999" *2.0" *C4DE" *98.5 CDW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG4AP" *9EQM-AA FFM" *1999" *2.0" *MTX75" *98.5 CDW" *3.82" 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 *KNAG4AQ" *9EQM-BA FC" *1999" *2.0" *MTX75" *98.5 CDW" *3.82" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG4AR" *9EQM-AA FFM" *1999" *2.0" *MTX75" *98.5 CDW" *3.82" 7 0 0 0.75 0.95999151
 1.040009 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329
 0.03999329
 *KNAG4AS" *9EQA-BA FC" *1999" *2.0" *CD4E" *98.5 CDW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG4C5" *9EQM-AC FFB" *1999" *2.0" *MTX75" *98.5 SW" *3.82" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG4CR" *9EQA-AC FFB" *1999" *2.0" *CD4E" *98.5 SW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG4CS" *9EQA-BC BC" *1999" *2.0" *CD4E" *98.5 SW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG4CT" *9EQM-BC FC" *1999" *2.0" *MTX75" *98.5 SW" *3.82" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG4M4" *9EQA-AM A" *1999" *2.0" *CD4E" *CDW AFQVM" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG4N4" *9EQA-BN A" *1999" *2.0" *CD4E" *CDW AFQVM" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG5R3" *9EQA-AR C" *1999" *2.0" *CD4E" *CDW AFQVM" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG5RZ" *9EQA-BR C" *1999" *2.0" *CD4E" *CDW AFQVM" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG5S6" *9EQA-BE HC" *1999" *2.0" *C4DE" *98.5 CDW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG5SZ" *9EQA-AS HFB" *1999" *2.0" *C4DE" *98.5 CDW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG5T5" *9EQA-AT GFB" *1999" *2.0" *CD4E" *98.5 SW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329
 *KNAG5TY" *9EQA-BT GC" *1999" *2.0" *CD4E" *98.5 SW" *3.92" 7 0 0 0.75 0.95999151 1.040009
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.01499939 0.01499939 0.03999329 0.03999329

"KRAF5S6" "1AK2AS0A11" "2002 & 2001" "2.0 & 3.8" "B5" "FOCUS C170 SPI & WIN Cat OPT" "3.733" 7 0 0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169 0.050003052
"KRAF5Z4" "1AK2AZ0509" "2001" "2.0" "MIX" "FOCUS C170 ZETEC" "3.82" 7 0 0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169 0.050003052
"KRAF5ZZ" "2AK2AZ0M00" "2002" "2.0" "Undef" "FOCUS MEXICO" "Undef" 7 0 0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169 0.050003052
"KRAF6S4" "1AK2AS0512" "2002" "2.0 & 3.8" "B5" "FOCUS C170 SPI & WIN Cat OPT" "3.733" 7 0 0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169 0.050003052
"KRAF6S6" "2AK2BS0A10" "2002" "2.0" "B5" "FOCUS SPI CAT OPT" "3.61" 7 0 0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169 0.050003052
"KRAF6Z4" "1AK2AZ0517" "2002" "2.0" "MIX" "FOCUS C170 ZETEC" "3.82" 7 0 0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169 0.050003052
"KRAF6Z6" "2AK2BZ0A10" "2002" "2.0" "MIX" "FOCUS ZETEC CAT OPT" "3.82" 7 0 0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169 0.050003052
"MAAG4A3" "9WAA-AA BSN" "1999" "6.8" "M5" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4A4" "9WAA-AA FSN" "1999" "6.8" "Undef" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4AZ" "9VZM-MA BM" "1999" "5.4" "M4" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4B4" "9VZM-AB BFB" "1999" "5.4" "M5" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4CB" "9WAA-AC BFB" "1999" "6.8" "M5" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4CD" "9WAA-BC FC" "1999" "6.8" "4R100" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4D2" "9WAA-BD GC" "1999" "6.8" "4R100" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4F3" "9VZA-AF BFB" "1999" "5.4" "4R100" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4F4" "9WAA-AF FSN" "1999" "6.8" "4R100" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4FF" "9WAA-BF FC" "1999" "6.8" "M5" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4HE" "9WAA-AH BFB" "1999" "6.8" "4R100" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4I4" "9WAA-AI FSN" "1999" "6.8" "4R100" "PHN131" "Undef" 7 0 0 0.75 1 1.25 1.999969 0.1399994 0.1399994 0.1399994 0.070007317 0.1399994 0.1399994
"MAAG4J3" "9VZA-BJ FC" "1999" "5.4" "4R100" "PHN131" "Undef" 7 0 0 0 0 0 1.999969 0.0090026855 0.0090026855 0.0090026855 0.0090026855 0.0090026855 0.0090026855 0.0090026855 0.0090026855
"MAAG4LZ" "9WAA-BL FC" "1999" "6.8" "4R100" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4VZ" "9WAA-BV GC" "1999" "6.8" "4R100" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4YD" "9WAA-BY FC" "1999" "6.8" "4R100" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MAAG4ZE" "9WAA-BZ FC" "1999" "6.8" "4R100" "PHN131" "Undef" 7 0 0.79998779 0.95001221 1 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381 0.037994381
"MBAIBAJ" "9WCA-BAP & 9WCA-BA F" "1999" "5.4" "4R100" "UN173 4V CFF/LEV & UN93/UN173 4V"

"Undef" 7 0 0 0.75 0.95001221 1.049988 1.25 1.999969 0.03999329 0.03999329 0.03999329
 0.0090026855 0.0090026855 0.03999329 0.03999329
 "MBAIBBA" "9VZA-AB FFB" "1999" "5.4" "4R100" "PN102" "Undef" 7 0 0 0.75 0.95001221 1.049988
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
 0.03999329
 "MBAIBCA" "9VZA-BC F" "1999" "5.4" "Undef" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
 0.03999329
 "MBAIBD6" "9VZA-BED" "1999" "5.4" "4R100" "UN93 2V CFF/LEV" "Undef" 7 0 0 0.75 0.95001221
 1.049988 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
 0.03999329
 "MBAIBEB" "9VZA-BE F" "1999" "5.4" "Undef" "UN93 2V & UN93/UN173 2V" "Undef" 7 0 0 0.75
 0.95001221 1.049988 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855
 0.03999329 0.03999329
 "MBAIBED" "9VZA-BE G" "1999" "5.4" "4R100" "UN93 2V & UN93/UN173 2V" "Undef" 7 0 0 0.75
 0.95001221 1.049988 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855
 0.03999329 0.03999329
 "MBAIBEZ" "9VZA-AE DFM" "1999" "5.4" "4R100" "UN93 2V & UN93/UN173 2V" "Undef" 7 0 0 0.75
 0.95001221 1.049988 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855
 0.03999329 0.03999329
 "MBAIBFA" "9VZA-BF F" "1999" "5.4" "Undef" "PN102" "Undef" 7 0 0 0.75 0.95001221 1.049988
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
 0.03999329
 "MBAIBN7" "9VZA-AN DSN" "1999" "5.4" "E40D" "PN102-NGV" "Undef" 7 0 0 0 0 0 0 1.999969 0 0 0
 0 0 0
 "MBAIBPF" "9VZA-AP GFB" "1999" "5.4" "Undef" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
 0.03999329
 "MMAF1H8" "1E414H0510" "2001 & 2002" "5.4" "4R100" "ECONOLINE-NGV" "Undef" 7 0 0 0 0 0 0
 1.999969 0 0 0 0 0 0
 "MMAF1HJ" "1E418H0B10" "2001" "6.8" "4R100" "ECONOLINE" "Undef" 7 0 0 0.95001221 1 1.100006
 1.200012 1.999969 0.020004271 0.020004271 0.020004271 0.01249695 0.01249695 0.020004271
 0.020004271
 "MMAF1J6" "1E414J0B05" "2001" "5.4" "4R100" "ECONOLINE" "Undef" 7 0 0.95001221 0.97000122 1
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 0.01499939 0.037994381
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 0.037994381
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 0.037994381
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 0.037994381
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 0.037994381 0.037994381
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 0.037994381 0.037994381
 "MMAH0CY" "1F717C0B15" "2001" "6.8" "4R100" "P131" "Undef" 7 0 0.79998779 0.95001221 1
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 0.037994381 0.037994381
 "MMAH0CZ" "1F717C0B10" "2001" "6.8" "4R100" "P131" "Undef" 7 0 0.79998779 0.95001221 1
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 0.037994381 0.037994381
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 "MMAH0DZ" "1L114D0B15" "2001" "5.4" "4R100" "UW137" "Undef" 7 0 0.79998779 0.95001221 1

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 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
 0.037994381 0.037994381
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 0.037994381 0.037994381
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 0.037994381 0.037994381
 MPAL6BF "0E314B0511" *2000* *5.4* *4R100* *UN93 2V* *Undef* 7 0 0 0.75 0.95001221 1.049988
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
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 MPAL6H7 "0F514H0A11" *2000* *5.4* *4R100* *PW96* *Undef* 7 0 0 0.75 0.95001221 1.049988
 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
 0.03999329
 MPAL6H9 "0E414H0511" *2000* *5.4* *Undef* *ECONOLINE-NGV* *Undef* 7 0 0 0 0 0 1.999969 0
 0 0 0 0
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 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
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 MPAL6N4 "0F714N0A11" *2000* *5.4* *4R100* *P131* *Undef* 7 0 0.79998779 0.95001221 1
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 MPAL6NX "0L114N0A11" *2000* *5.4* *Undef* *UN137* *Undef* 7 0 0.79998779 0.95001221 1
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 0.037994381 0.037994381
 MPAL6R8 "0E414R0B11" *2000* *5.4* *4R100* *ECONOLINE* *Undef* 7 0 0.79998779 0.95001221 1
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 MPAL6U8 "0E414U0B11" *2000* *5.4* *4R100* *ECONOLINE* *Undef* 7 0 0.79998779 0.95001221 1
 1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
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 MPAL6X3 "0F514X0510" *2000* *5.4* *4R100* *PN102-NGV* *Undef* 7 0 0 0 0 0 1.999969 0 0 0
 0 0 0
 MPAL6XC "0E414X0512" *2000* *5.4* *4R100* *ECONOLINE* *Undef* 7 0 0.79998779 0.95001221 1
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 MPAM0AG "0F728A0B11" *2000* *6.8* *M5* *P131* *Undef* 7 0 0.79998779 0.95001221 1 1.049988
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 MPAM0U8 "0F728U0511" *2000* *6.8* *M5* *P131* *Undef* 7 0 0.79998779 0.95001221 1 1.049988
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 *MPAM1FZ" *0F718P0A11" *2000" *6.8" *4R100" *P131" *Undef" 7 0 0.79998779 0.95001221 1
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 0.037994381 0.037994381
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 0.037994381 0.037994381
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 0.037994381 0.037994381
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 0.037994381 0.037994381
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 0.03999329
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 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
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 0.03999329
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 0.03999329
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 0.03999329
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1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
*MQAIOB6" *2B314B0M00" *2002" *5.4" *Undef" *UN93 2V" *Undef" 7 0 0 0.75 0.95001221 1.049988
1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
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0.03999329
*MRAD3K5" *9VZA-AK PFB" *1999 & 2000" *5.4" *4R100" *PN96 SC" *Undef" 7 0 0 0 0.75 1 1.25
1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.035003658 0.070007317 0.070007317
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0.037994381
*MZH0B6" *2F728B0B11" *2002" *6.8" *M6" *P131" *Undef" 7 0 0.79998779 0.95001221 1 1.049988
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0.037994381
*MZH0CB" *2F718C0B11" *2002" *6.8" *4R100" *P131" *Undef" 7 0 0.79998779 0.95001221 1
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0.037994381 0.037994381
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0.01499939 0.037994381
*MZH0M6" *2F718M0B11" *2002" *6.8" *4R100" *P131" *Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
*MZH0MK" *2F717M0B11" *2002" *6.8" *4R100" *P131" *Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
*MZH0N3" *2E414N0A16" *2002" *5.4" *4R100" *ECONOLINE" *Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
*MZH0N4" *2F718N0511" *2002" *6.8" *4R100" *P131" *Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
*MZH0N5" *2F717N0511" *2002" *6.8" *4R100" *P131" *Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
*MZH0N9" *2F714N0A06" *2002" *5.4" *4R100" *P131" *Undef" 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
*MZH0NH" *2E414N0A06" *2002" *5.4" *4R100" *ECONOLINE" *Undef" 7 0 0.79998779 0.95001221 1

MZHNOV3 *2F728V0A11* *2002* *6.8* *M6* *P131* *Undef* 7 0 0.79998779 0.95001221 1 1.049988
1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381
0.037994381
MZHNOX5 *2E414X0516* *2002* *5.4* *4R100* *ECONOLINE* *Undef* 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
MZHNOXX *2E414X0505* *2002* *5.4* *4R100* *ECONOLINE* *Undef* 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
MZHNOY5 *2E414Y0516* *2002* *5.4* *4R100* *ECONOLINE* *Undef* 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
MZHNDYY *2E414Y0505* *2002* *5.4* *4R100* *ECONOLINE* *Undef* 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
MZHNOZ3 *2E418Q0B11* *2002* *6.8* *4R100* *ECONOLINE* *Undef* 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
MZHNOZ4 *2F718Q0511* *2002* *6.8* *4R100* *P131* *Undef* 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
MZHNOZY *2F724Q0M11* *2002* *5.4* *M5* *P131* *Undef* 7 0 0.79998779 0.95001221 1 1.049988
1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761 0.037994381
0.037994381
MZHJ008 *2E418U0510* *2002* *6.8* *4R100* *ECONOLINE* *Undef* 7 0 0.79998779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
OCAM0D2 *2F514D0B17* *2002* *5.4* *4R100* *2002.25 PN96 Cat Opt* *Undef* 7 0 0 0.75
0.95001221 1.049988 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855
0.03999329 0.03999329
OCAM0H2 *2F514H0A17* *2002* *5.4* *4R100* *2002.25 PN96 Cat Opt* *Undef* 7 0 0 0.75
0.95001221 1.049988 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855
0.03999329 0.03999329
ODAG0A3 *2F526Q0A05* *2002* *4.6* *M5* *PN96 2V* *Undef* 7 0 0 0 0 0 1.999969
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
ODAG0J3 *2F526J0B05* *2002* *4.6* *M5* *PN96 2V* *Undef* 7 0 0 0 0 0 1.999969
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
ODAG0K3 *2F526K0B05* *2002* *4.6* *M5* *PN96 2V* *Undef* 7 0 0 0 0 0 1.999969
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
ODAG0P3 *2F526P0A05* *2002* *4.6* *M5* *PN96 2V* *Undef* 7 0 0 0 0 0 1.999969
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
ODAJ0D9 *2F516D0B07* *2002* *4.6* *4R70W* *PN96 2V* *Undef* 7 0 0 0 0 0 1.999969
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
ODAJ0EB *2F516E0B07* *2002* *4.6* *4R70W* *PN96 2V* *Undef* 7 0 0 0 0 0 1.999969
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
ODAJ0M9 *2F516M0A07* *2002* *4.6* *4R70W* *PN96 2V* *Undef* 7 0 0 0 0 0 1.999969
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
ODAJ0NB *2F516N0A07* *2002* *4.6* *4R70W* *PN96 2V* *Undef* 7 0 0 0 0 0 1.999969
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
ODAL1A2 *2F514A0B06* *2002* *5.4* *4R70W* *2002.5 PN96 ULEV 4R70W* *Undef* 7 0 0 0.75
0.95001221 1.049988 1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855
0.03999329 0.03999329
ODAL1D5 *2F516D0B16* *2002* *4.6* *4R70W* *2002.25 PN96 Cat Opt* *Undef* 7 0 0 0 0 0
1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
ODAL1EY *2F516E0B16* *2002* *4.6* *4R70W* *2002.25 PN96 Cat Opt* *Undef* 7 0 0 0 0 0
1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
ODAL1J4 *2F526J0B16* *2002* *4.6* *M5* *2002.25 PN96 Cat Opt* *Undef* 7 0 0 0 0 0
1.999969 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
0.0039978032
ODAL1M5 *2F516M0A16* *2002* *4.6* *4R70W* *2002.25 PN96 Cat Opt* *Undef* 7 0 0 0 0 0
1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
ODAL1N5 *2F516N0A16* *2002* *4.6* *4R70W* *2002.25 PN96 Cat Opt* *Undef* 7 0 0 0 0 0
1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
ODAL1P4 *2F526P0A16* *2002* *4.6* *M5* *2002.25 PN96 Cat Opt* *Undef* 7 0 0 0 0 0
1.999969 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
0.0039978032
ODAL1Z4 *2F526Q0A16* *2002* *4.6* *M5* *2002.25 PN96 Cat Opt* *Undef* 7 0 0 0 0 0
1.999969 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
0.0039978032
CHAGOCH *2F512C0505* *2002* *4.2* *4R70W* *PN96 2V* *Undef* 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052

"OHAGODY" *2E412D0A10" *2002" *4.2" *4R70W" "ECONOLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGODZ" *2F512D0505" *2002" *4.2" *4R70W" "PN96 2V" "Undef" 7 0 0 0 0.8999939 1 1.25
 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGOE3" *2E412E0A10" *2002" *4.2" *4R70W" "ECONOLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGOP3" *2E412F0A10" *2002" *4.2" *4R70W" "ECONOLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGOGA" *2E412G0A06" *2002" *4.2" *4R70W" "ECONOLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGOGD" *2F522G0505" *2002" *4.2" *M5" "PN96 2V" "Undef" 7 0 0 0 0.8999939 1 1.25 1.999969
 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGOHC" *2F522H0505" *2002" *4.2" *M5" "PN96 2V" "Undef" 7 0 0 0 0.8999939 1 1.25 1.999969
 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGOHM" *2E412H0B10" *2002" *4.2" *4R70W" "ECONOLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGOJ3" *2E412J0B10" *2002" *4.2" *4R70W" "ECONOLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGOKC" *2E412K0B06" *2002" *4.2" *4R70W" "ECONOLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAGOL3" *2E412L0B10" *2002" *4.2" *4R70W" "ECONOLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
 "OHAK1C6" *2F512C0516" *2002" *4.2" *4R70W" *2002.25 PN96 Cat Opt" "Undef" 7 0 0 0 0.8999939
 1 1.25 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052
 0.050003052
 "OHAK1D5" *2F512D0516" *2002" *4.2" *4R70W" *2002.25 PN96 Cat Opt" "Undef" 7 0 0 0 0.8999939
 1 1.25 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052
 0.050003052
 "OHAK1G6" *2F522G0516" *2002" *4.2" *M5" *2002.25 PN96 Cat Opt" "Undef" 7 0 0 0 0.8999939 1
 1.25 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052
 0.050003052
 "OHAK1H6" *2F522H0516" *2002" *4.2" *M5" *2002.25 PN96 Cat Opt" "Undef" 7 0 0 0 0.8999939 1
 1.25 1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052
 0.050003052
 "OIAHOEV" *2E416E0511" *2002" *4.6" *4R70W" "ECONOLINE" "Undef" 7 0 0 0.8999939 0.9750061
 1.149994 1.200012 1.999969 0.020004271 0.020004271 0.020004271 0.01249695 0.01249695
 0.020004271 0.024002081
 "OIAHOEW" *2E414E0512" *2002" *5.4" *4R70W" "ECONOLINE" "Undef" 7 0 0.95001221 0.97000122 1
 1.049988 1.200012 1.999969 0.037994381 0.0249939 0.01499939 0.0099945068 0.0099945068
 0.01499939 0.037994381
 "OMAD3Y2" *2F514Y0506" *2002" *5.4" *4R100" "PN96 SC" "Undef" 7 0 0 0 0.75 1 1.25 1.999969
 0.070007317 0.070007317 0.070007317 0.070007317 0.035003658 0.070007317 0.070007317
 "OMAR1W2" *2F514W0505" *2002" *5.4" *4R100" *P225 SuperCrew Harley-Davidson" "Undef" 7 0 0 0
 0.75 1 1.25 1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.035003658 0.070007317
 0.070007317
 "PAAD6A1" *9B1A-BA AC" *1999" *2.5" *4R44E" "FN-150/PN-151" *4.10" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD6A6" *9B1A-AA APM" *1999" *2.5" *4R44E" "FN-150/PN-151" *4.10" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD7A2" *9B1M-BA F" *2001" *2.5" *M5" "FN-150/PN-151" "Undef" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD7B3" *9B1M-AB F" *2001" *2.5" *M5" "FN-150/PN-151" *3.45/3.73" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD7C3" *9B1M-AC F" *2001" *2.5" *M5" "FN-150/PN-151" "Undef" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8A2" *9LAM-MAB" *1999" *3.0" *M5" "FN-150/PN-151" *3.73" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8A8" *9LAA-MA B" *1999" *3.0" *4R44E" "FN-150/PN-151" *3.73" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8AA" *9LAA-MA B" *1999" *3.0" *4R44E" "FN-150/PN-151" *3.73" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8AC" *9LAM-MA F" *2000" *3.0" *M5" "FN-150/PN-151" *3.73" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317

0.070007317 0.065002441
 "PAAD8B7" "9LAA-MB B" "1999" "3.0" "4R44E" "PN-150/PN-151" "3.73/4.10" 7 0 0 1.029999
 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8BA" "9LAM-MB F" "2000" "3.0" "M5" "PN-150/PN-151" "3.73" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8CA" "9LAM-MC G" "2000" "3.0" "M5" "PN-150/PN-151 & PN150/51 99.25MY" "4.10" 7 0 0
 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052
 0.070007317 0.070007317 0.065002441
 "PAAD8AG" "9LAA-MAG" "1999" "3.0" "4R44E" "PN150/51 99.25MY" "3.73 & 4.10" 7 0 0 1.029999
 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8AH" "9LAA-MA J" "2000" "3.0" "4R44E" "PN-150/PN-151" "3.73" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8AZ" "9B1A-BA K" "2001" "2.5" "5R44E" "PN-150/PN-151" "4.10" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8BB" "9B1A-AB H" "2001" "2.5" "4R44E" "PN-150/PN-151" "4.10" 7 0 0 1.029999 1.040009
 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8B9" "9LAA-MB J" "2000" "3.0" "4R44E" "PN-150/PN-151" "3.73/4.10" 7 0 0 1.029999
 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
 0.070007317 0.065002441
 "PAAD8CJ" "9LAA-MC H" "2000" "3.0" "4R44E" "PN-150/PN-151 & PN150/51 99.25MY" "4.10" 7 0 0
 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052
 0.070007317 0.070007317 0.065002441
 "PBAD7B6" "9LTM-AB B" "1999" "4.0" "M5" "PN-150/PN-151" "3.27/3.73" 7 0 0 0 0 1.100006
 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658
 0.035003658
 "PBAD7B7" "9LTM-BB BC" "1999" "4.0" "M5" "PN-150/PN-151" "3.08/3.55" 7 0 0 0 0 1.100006
 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658
 0.035003658
 "PBAD7BC" "9LTA-AB BFM" "1999" "4.0" "5R55E" "PN-150/PN-151" "3.55/3.73" 7 0 0 0 0 1.100006
 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658
 0.035003658
 "PBAD7BZ" "9LTA-BB BC" "1999" "4.0" "5R55E" "PN-150/PN-151" "3.55/3.73" 7 0 0 0 0 1.100006
 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658
 0.035003658
 "PBAD7C6" "9LTM-AC BFM" "1999" "4.0" "M5" "PN-150/PN-151" "3.55" 7 0 0 0 0 1.100006 1.149994
 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658 0.035003658
 "PBAD7C7" "9LTM-BC BC" "1999" "4.0" "M5" "PN-150/PN-151" "3.08/3.55" 7 0 0 0 0 1.100006
 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658
 0.035003658
 "PBAD7CC" "9LTA-AC BFM" "1999" "4.0" "5R55E" "PN-150/PN-151" "3.55" 7 0 0 0 0 1.100006
 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658
 0.035003658
 "PBAD7CZ" "9LTA-BC BC" "1999" "4.0" "5R55E" "PN-150/PN-151" "3.55" 7 0 0 0 0 1.100006
 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658
 0.035003658
 "PBAD9B5" "9LTM-BB GC" "2000 & 1999" "4.0" "M5" "PN-150/151 SOHC & PN150/51 99.25MY & PN-
 150/PN-151" "3.08/3.55 & 3.27 & 3.27/3.73" 7 0 0 0 0 1.100006 1.149994 1.999969 0.01499939
 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658 0.035003658
 "PBAD9C5" "9LTM-BC GC" "2000 & 1999" "4.0" "M5" "PN-150/151 SOHC & PN150/51 99.25MY & PN-
 150/PN-151" "3.08 & 3.08/3.55" 7 0 0 0 1.100006 1.149994 1.999969 0.01499939 0.01499939
 0.01499939 0.01499939 0.01499939 0.035003658 0.035003658
 "PBAD9D5" "9LTM-AD AFM" "2000 & 1999" "4.0" "M5" "PN-150/151 SOHC & PN150/51 99.25MY & PN-
 150/PN-151" "3.08/3.55 & 3.27/3.73" 7 0 0 0 0 1.100006 1.149994 1.999969 0.01499939
 0.01499939 0.01499939 0.01499939 0.01499939 0.035003658 0.035003658
 "PBAD9E5" "9LTM-AE AFM" "2000 & 1999" "4.0" "M5" "PN-150/151 SOHC & PN-150/PN-151 & PN150/51
 99.25MY" "3.55 & 3.08/3.55" 7 0 0 0 1.100006 1.149994 1.999969 0.01499939 0.01499939
 0.01499939 0.01499939 0.01499939 0.035003658 0.035003658
 "PBADAH5" "9LTA-BB H" "2000 & 1999" "4.0" "5R55E" "PN-150/151 SOHC & PN-150/PN-151 &
 PN150/51 99.25MY" "3.55/3.73" 7 0 0 0 0 1.100006 1.149994 1.999969 0.01499939 0.01499939
 0.01499939 0.01499939 0.01499939 0.035003658 0.035003658
 "PBADAC5" "9LTA-BC H" "2000 & 1999" "4.0" "5R55E" "PN-150/151 SOHC & PN150/51 99.25MY & PN-
 150/PN-151" "3.55" 7 0 0 0 1.100006 1.149994 1.999969 0.01499939 0.01499939 0.01499939
 0.01499939 0.01499939 0.035003658 0.035003658
 "PBADAD5" "9LTA-AD F" "2000 & 1999" "4.0" "5R55E" "PN-150/151 SOHC & PN150/51 99.25MY & PN-
 150/PN-151" "3.55/3.73" 7 0 0 0 0 1.100006 1.149994 1.999969 0.01499939 0.01499939

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0.01499939 0.01499939 0.01499939 0.035003658 0.035003658
"PBAE2E5" "9LTA-AE F" "2000 & 1999" "4.0" "5R55E" "PN-150/151 SOHC & PN150/51 99.25MY & PN-150/PN-151" "3.55" 7 0 0 0 1.100006 1.149994 1.999969 0.01499939 0.01499939 0.01499939
0.01499939 0.01499939 0.035003658 0.035003658
"PCAF5A3" "9LTM-BA F & 9LTM-BA FS" "2000 & 1999" "4.0" "M5" "UN-150 & UN-150 CFF/LEV" "3.27/3.55" 7 0 0 0 1.100006 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939
0.01499939 0.035003658 0.035003658
"PCAF5A6" "9LTM-AA F" "1999 & 2000" "4.0" "M5" "UN-150 & UN-150 CFF & UN-150 CFF/LEV" "3.27/3.55" 7 0 0 0 1.100006 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939
0.01499939 0.035003658 0.035003658
"PCAF5A8" "9LTA-BA G" "2000 & 1999" "4.0" "5R55E" "UN-150 & UN-150 CFF & UN-150 CFF/LEV" "3.73/4.10" 7 0 0 0 1.100006 1.149994 1.999969 0.01499939 0.01499939 0.01499939 0.01499939
0.01499939 0.035003658 0.035003658
"PCAG4A2" "9NEA-BA H" "2000 & 1999" "4.0" "5R55E" "UN-150 SOHC & UN150 SOHC CFF" "3.27/3.55" 7 0 0 0 0 1.999969 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559
0.059997559 0.059997559
"PCAG646" "0S11A40507" "2001" "4.0" "5R55E" "P207 SOHC 2000.5 & U207 SOHC 2000.5" "Undef" 7 0 0 0 0 1.999969 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559
0.059997559
"PCAG64Z" "0U31A40505" "2000" "4.0" "5R55E" "UN-150 SOHC & UN150 SOHC CFF" "3.27/3.55" 7 0 0 0 0 1.999969 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559
0.059997559
"PCAB04Z" "0U31A40516" "2001" "4.0" "5R55E" "UN-150 SOHC" "3.27/3.55" 7 0 0 0 0 1.999969 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559
0.059997559 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559 0.059997559
"PDAE3AN" "9LAM-BA J" "2000" "3.0" "M5" "PN-150/PN-151 FFV" "3.73" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE3AU" "9LAM-AA J" "2000" "3.0" "M5" "PN-150/PN-151 FFV" "3.73" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE3BM" "9LAM-BB J" "2000" "3.0" "M5" "PN-150/PN-151 FFV" "3.73" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE3BS" "9LAM-AB J" "2000" "3.0" "M5" "PN-150/PN-151 FFV" "3.73" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE3CD" "9LAM-AC H" "2000" "3.0" "M5" "PN-150/PN-151 FFV" "4.10" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE3CK" "9LAM-BC H" "2000" "3.0" "M5" "PN-150/PN-151 FFV" "4.10" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE3HD" "9LAA-BH C" "1999" "3.0" "4R44E" "PN-150/PN-151 FFV" "3.73" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE3HM" "9LAA-AH C" "1999" "3.0" "4R44E" "PN-150/PN-151 FFV" "3.73" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE3J7" "9LAA-AJ C" "1999" "3.0" "4R44E" "PN-150/PN-151 FFV" "3.73/4.10" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE3JY" "9LAA-BJ C" "1999" "3.0" "4R44E" "PN-150/PN-151 FFV" "3.73/4.10" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE6H7" "9LAA-AH K" "2000" "3.0" "4R44E" "PN-150/PN-151 FFV" "3.73" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE6H8" "9LAA-BH K" "2000" "3.0" "4R44E" "PN-150/PN-151 FFV" "3.73" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE6J7" "9LAA-BK J" "2000" "3.0" "4R44E" "PN-150/PN-151 FFV" "4.10" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE6J8" "9LAA-AJ K" "2000" "3.0" "4R44E" "PN-150/PN-151 FFV" "3.73/4.10" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE6JY" "9LAA-BJ K" "2000" "3.0" "4R44E" "PN-150/PN-151 FFV" "3.73/4.10" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PDAE6K6" "9LAA-AK J" "2000" "3.0" "4R44E" "PN-150/PN-151 FFV" "4.10" 7 0 0 1.029999 1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317

0.070007317 0.065002441
"PEAV2G4" "1U72AG0506" "2002 & 2001" "4.0" "M5" "U207" "Undef" 7 0 0 0 0 0 0 1.999969
0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAV345" "1U71A40506" "2001" "4.0" "5R55E" "U207 FFV" "Undef" 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.070007317 0.070007317 0.070007317 0.035003658 0.035003658
0.070007317 0.070007317
"PEAV438" "1R31A30512" "2001" "3.0" "5R44E" "PN-150/PN-151" "3.73" 7 0 0 1.029999 1.040009
1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PEAV43T" "1R31B30512" "2001" "3.0" "5R44E" "PN-150/PN-151" "3.73/4.10" 7 0 0 1.029999
1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PEAV44T" "1R31C40516" "2001" "4.0" "5R55E" "PN-150/151 SOHC & PN150/51 Cat. Opt."
"3.55/3.73/4.10" 7 0 0 0 0 0 0 1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
0.070007317 0.070007317 0.070007317
"PEAV44U" "1R31B40516" "2001" "4.0" "5R55E" "PN-150/151 SOHC & PN150/51 Cat. Opt."
"3.55/3.73/4.10" 7 0 0 0 0 0 0 1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
0.070007317 0.070007317 0.070007317
"PEAV44V" "1R31A40516" "2001" "4.0" "5R55E" "PN-150/151 SOHC & PN150/51 Cat. Opt." "3.55" 7
0 0 0 0 0 1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
0.070007317
"PEAV44W" "1R32C40516" "2001" "4.0" "M5" "PN-150/151 SOHC & PN150/51 Cat. Opt."
"3.55/3.73/4.10" 7 0 0 0 0 0 0 1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
0.070007317 0.070007317 0.070007317
"PEAV44X" "1R32B40516" "2001" "4.0" "M5" "PN-150/151 SOHC & PN150/51 Cat. Opt."
"3.55/3.73/4.10" 7 0 0 0 0 0 0 1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
0.070007317 0.070007317 0.070007317
"PEAV44Y" "1R32A40516" "2001" "4.0" "M5" "PN-150/151 SOHC & PN150/51 Cat. Opt." "3.55" 7 0 0
0 0 0 0 1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
0.070007317
"PEAV453" "1R32A40517" "2002" "4.0" "M5" "PN-150/151 SOHC" "3.55" 7 0 0 0 0 0 0 1.999969
0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAV459" "1R31B40517" "2002" "4.0" "5R55E" "PN-150/151 SOHC" "3.55/3.73/4.10" 7 0 0 0 0 0 0
1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAV45V" "1R31A40517" "2002" "4.0" "5R55E" "PN-150/151 SOHC" "3.55" 7 0 0 0 0 0 0 1.999969
0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAV45X" "1R31C40517" "2002" "4.0" "5R55E" "PN-150/151 SOHC" "3.55/3.73/4.10" 7 0 0 0 0 0 0
1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAV45Y" "1R32C40517" "2002" "4.0" "M5" "PN-150/151 SOHC" "3.55/3.73/4.10" 7 0 0 0 0 0 0
1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAV45Z" "1R32B40517" "2002" "4.0" "M5" "PN-150/151 SOHC" "3.55/3.73/4.10" 7 0 0 0 0 0 0
1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAV9F5" "1R31A40512" "2001" "3.0" "5R55E" "PN-150/PN-151 FFV" "3.73" 7 0 0 1.029999
1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PEAV9S2" "1U71F0512" "2001 & 2002" "4.0" "5R55E" "U207 USFS & U207 USFS FFV" "Undef" 7 0 0
0.8500061 0.95001221 1.049988 1.149994 1.999969 0.070007317 0.070007317 0.070007317
0.035003658 0.035003658 0.070007317 0.070007317
"PEAW049" "1S11A40510" "2002 & 2001" "4.0" "5R55E" "P207 Cat. Opt. & P207 SOHC & U207 SOHC"
"Undef" 7 0 0 0 0 0 0 1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
0.070007317 0.070007317
"PEAW0G9" "1U72AG0506" "2002" "4.0" "M5" "U207" "Undef" 7 0 0 0 0 0 0 1.999969 0.070007317
0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAW0GY" "1U71AG0510" "2002 & 2001" "4.0" "5R55E" "U207" "Undef" 7 0 0 0 0 0 0 1.999969
0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAW0GZ" "1U71AG0510" "2002 & 2001" "4.0" "5R55E" "U207" "Undef" 7 0 0 0 0 0 0 1.999969
0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAW142" "1S12A40506" "2002" "4.0" "M5" "P207 SOHC & U207 SOHC" "Undef" 7 0 0 0 0 0 0
1.999969 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PEAW1G3" "1U72AG0506" "2002" "4.0" "M5" "U207" "Undef" 7 0 0 0 0 0 0 1.999969 0.070007317
0.070007317 0.070007317 0.070007317 0.070007317 0.070007317 0.070007317
"PLAC08M" "9NEA-AB Y" "2000" "4.0" "Undef" "UN150 PS SOHC FFV" "3.55" 7 0 0 1.029999
1.040009 1.059998 1.25 1.999969 0.018005369 0.018005369 0.018005369 0.050003052 0.070007317
0.070007317 0.065002441
"PLAE4B5" "9NEA-AB B" "2000" "4.0" "Undef" "UN150 PS SOHC FFV" "3.55" 7 0 0 0 0 0 0 1.999969
0.0249939 0.0249939 0.0249939 0.0249939 0.0249939 0.0249939 0.0249939
"PRAR325" "1R32B20512" "2002 & 2001" "2.3" "M5" "PN-150/PN-151 & PN150/51 2001.25" "4.10" 7
0 0 0.8999939 1.1.079987 1.100006 1.999969 0.089996338 0.089996338 0.089996338 0.03999329
0.125 0.1999969 0.1999969
"PRAR32X" "1R32B20M12" "2002 & 2001" "2.3" "M5" "PN-150/PN-151 & PN150/51 2001.25" "Undef" 7
0 0 0.8999939 1.1.079987 1.100006 1.999969 0.089996338 0.089996338 0.089996338 0.03999329

0.125 0.1999969 0.1999969
PRAR32Y *1R32A20M12* *2002 & 2001* *2.3* *M5* *PW-150/PW-151 & PW150/51 2001.25* *3.73* 7
0 0 0.8999939 1 1.079987 1.100006 1.999969 0.089996338 0.089996338 0.089996338 0.03999329
0.125 0.1999969 0.1999969
PRAR32Z *1R32A20S12* *2002 & 2001* *2.3* *M5* *PW-150/PW-151 & PW150/51 2001.25* *3.73* 7
0 0 0.8999939 1 1.079987 1.100006 1.999969 0.089996338 0.089996338 0.089996338 0.03999329
0.125 0.1999969 0.1999969
FYAELP7 *2S11AF0505* *2002* *4.0* *5R55E* *P207 FV* *Undef* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.070007317 0.070007317 0.070007317 0.035003658 0.035003658
0.070007317 0.070007317
FYAF245 *2S12A40506* *2002* *4.0* *M5* *P207 SOHC 2002.5* *Undef* 7 0 0 0.8500061
0.95001221 1.049988 1.149994 1.999969 0.070007317 0.070007317 0.070007317 0.035003658
0.035003658 0.070007317 0.070007317
FYAF246 *2S11A40505* *2002* *4.0* *5R55E* *P207 SOHC 2002.5* *Undef* 7 0 0 0.8500061
0.95001221 1.049988 1.149994 1.999969 0.070007317 0.070007317 0.070007317 0.035003658
0.035003658 0.070007317 0.070007317
FYAF2G2 *2U72AG0M05* *2002* *4.0* *M5* *U207 2002.5* *Undef* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.070007317 0.070007317 0.070007317 0.035003658 0.035003658
0.070007317 0.070007317
FYAF2G5 *2U72AG0506* *2002* *4.0* *M5* *U207 2002.5* *Undef* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.070007317 0.070007317 0.070007317 0.035003658 0.035003658
0.070007317 0.070007317
FYAF2G8 *2U71AG0506* *2002* *4.0* *5R55E* *U207 2002.5* *Undef* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.070007317 0.070007317 0.070007317 0.035003658 0.035003658
0.070007317 0.070007317
FYAF2GZ *2U71AG0M05* *2002* *4.0* *5R55E* *U207 2002.5* *Undef* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.070007317 0.070007317 0.070007317 0.035003658 0.035003658
0.070007317 0.070007317
QBAA0AA *0AJ1AZ0A12* *2000* *2.0* *F4E3* *CT120 4V* *3.74* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757 0.020004271
0.0249939
QBAA0AC *0AJ2RZ0A13* *2000* *2.0* *G5M* *CT120 4V* *4.10* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757 0.020004271
0.0249939
QBAA0AW *0AJ2AZ0A12* *2000* *2.0* *G5M* *CT120 4V* *4.10* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757 0.020004271
0.0249939
QBAA0BC *0AJ1AZ0B12* *2000* *2.0* *F4E3* *CT120 4V* *3.74* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757 0.020004271
0.0249939
QBAA0BV *0AJ2RZ0B13* *2000* *2.0* *G5M* *CT120 4V* *4.10* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757 0.020004271
0.0249939
QBAA0BW *0AJ2AZ0B12* *2000* *2.0* *G5M* *CT120 4V* *4.10* 7 0 0 0.8500061 0.95001221
1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757 0.020004271
0.0249939
QBAC0ZY *1AJ2AE0506* *2001 & 2002* *2.0* *G5M* *CT120 4V* *4.10* 7 0 0 0.8500061
0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757
0.020004271 0.0249939
QBAC1Z2 *1AJ1AZ0507* *2001 & 2002* *2.0* *F4E3* *CT120 4V* *3.74* 7 0 0 0.8500061
0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757
0.020004271 0.0249939
QBAC1Z8 *2AJ1BZ0515* *2002* *2.0* *F4E3* *CT120 4V CAT OPT* *3.74* 7 0 0 0.8500061
0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757
0.020004271 0.0249939
QBAC1ZZ *2AJ2BZ0515* *2002* *2.0* *G5M* *CT120 4V CAT OPT* *4.10* 7 0 0 0.8500061
0.95001221 1.049988 1.149994 1.999969 0.0249939 0.0249939 0.020004271 0.01400757 0.01400757
0.020004271 0.0249939
QCAA0G3 *9EQA-AG A* *1999* *2.0* *F4E3* *ESCORT/TRACER 2V* *3.74* 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
QCAA0G4 *9EQM-AG A* *1999* *2.0* *G5M* *ESCORT/TRACER 2V* *3.85* 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
QCAA0GY *9EQM-BG BC* *1999* *2.0* *MTX75* *ESCORT/TRAC 2V LEV* *3.85* 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
QCAA0GZ *9EQA-BG A* *1999* *2.0* *F4E3* *ESCORT/TRACER 2V* *3.74* 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
QCAA0H3 *9EQA-AH A* *1999* *2.0* *F4E3* *ESCORT/TRACER 2V* *3.74* 7 0 0 0.95001221 1

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1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"QCAAL58" "0AJ1AS0505" "2000" "2.0" "F4E3" "CT120 2V" "3.74" 7 0 0 0.95001221 1 1.049988
1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169
0.050003052
"QCAAL59" "0AJ2AS0505" "2000" "2.0" "G5M" "CT120 2V" "3.85" 7 0 0 0.95001221 1 1.049988
1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169
0.050003052
"QCAC185" "1AJ1AS0500" "2001" "2.0" "F4E3" "CT120 2V" "3.74" 7 0 0 0.95001221 1 1.049988
1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169
0.050003052
"QCAE183" "2AJ1AS0505" "2002" "2.0" "F4E3" "CT120 2V" "Undef" 7 0 0 0.95001221 1 1.049988
1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779 0.044998169
0.050003052
"RBAECC9" "9LYA-AC F" "1999" "4.2" "4R70W" "ECONCLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAECCR" "9LYA-BC F" "1999" "4.2" "4R70W" "ECONCLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAECDV" "9LYA-AD F" "1999" "4.2" "4R70W" "ECONCLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAECE9" "9LYA-AE F" "1999" "4.2" "4R70W" "ECONCLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAECET" "9LYA-BE F" "1999" "4.2" "4R70W" "ECONCLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAECF9" "9LYA-BF F" "1999" "4.2" "4R70W" "ECONCLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAECFA" "9LYA-AF F" "1999" "4.2" "4R70W" "ECONCLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAECG3" "9LYA-BG F" "1999" "4.2" "4R70W" "ECONCLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEDAC" "9VNM-AA F" "1999" "4.6" "M5" "PN102" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RBAEDAG" "9VNM-BA F" "1999" "4.6" "M5" "PN102" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RBAEDBB" "9VNA-BB FC" "1999" "4.6" "4R70W" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.01499939
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RBAEDBM" "9VNM-AB F" "1999" "4.6" "M5" "PN102" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RBAEDBN" "9VNM-BB F" "1999" "4.6" "M5" "PN102" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RBAEDCB" "9VNM-AC FFB" "1999" "4.6" "M5" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RBAEDCC" "9LYM-AC C" "1999" "4.2" "M5" "PN96" "3.31/3.55" 7 0 0 0 0.8999939 1 1.25 1.999969
0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEDCU" "9VNM-BC FC" "1999" "4.6" "M5" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RBAEDCV" "9VNA-BC FC" "1999" "4.6" "4R70W" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.01499939
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RBAEDDA" "9VNM-AD FFB" "1999" "4.6" "M5" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RBAEDDB" "9VNA-AD FFB" "1999" "4.6" "4R70W" "PN96" "Undef" 7 0 0 0 0 0 1.999969
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RBAEDDD" "9VNM-BD FC" "1999" "4.6" "M5" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RBAEDDE" "9VNM-AE BM" "1999" "4.6" "M5" "PN96" "3.55" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RBAEDDE" "9VNA-AE FFB" "1999" "4.6" "4R70W" "PN96" "Undef" 7 0 0 0 0 0 1.999969
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RBAEDDC" "9VNA-BG H" "1999" "4.6" "4R70W" "UN93" "Undef" 7 0 0 0 0 0 1.999969 0.01499939
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RBAEDGP" "9VNA-BG H" "1999" "4.6" "4R70W" "UN93" "Undef" 7 0 0 0 0 0 1.999969 0.01499939
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RBAEDHB" "9LYA-AH CM" "1999" "4.2" "4R70W" "PN96" "3.55" 7 0 0 0 0.8999939 1 1.25 1.999969
0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEDJ7" "9VNA-AJ BM" "1999" "4.6" "4R70W" "PN96" "3.55" 7 0 0 0 0 0 1.999969 0.01499939
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RBAEDN9" "9VNA-BN CC" "1999" "4.6" "Undef" "PN102" "Undef" 7 0 0 0 0 0 1.999969
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RBAEDPB" "9VNA-AP CF" "1999" "4.6" "Undef" "PN102" "Undef" 7 0 0 0 0 0 1.999969
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RBAEEA5" "9LYM-AA GB" "1999" "4.2" "M5" "PN96" "Undef" 7 0 0 0 0.8999939 1 1.25 1.999969

0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEEA6" "9LYA-AA GFB" "1999" "4.2" "4R70W" "PN96" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEEAY" "9LYM-BA GC" "1999" "4.2" "M5" "PN96" "Undef" 7 0 0 0 0.8999939 1 1.25 1.999969
0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEEAZ" "9LYA-BA GC" "1999" "4.2" "4R70W" "PN96" "Undef" 7 0 0 0 0.8999939 1 1.25 1.999969
0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEEB5" "9LYA-AB GFB" "1999" "4.2" "4R70W" "PN96" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEEBK" "9LYM-BB GC" "1999" "4.2" "M5" "PN96" "Undef" 7 0 0 0 0.8999939 1 1.25 1.999969
0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEEBY" "9LYA-BB GC" "1999" "4.2" "4R70W" "PN96" "Undef" 7 0 0 0 0.8999939 1 1.25 1.999969
0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RBAEEBZ" "9LYM-AB GFB" "1999" "4.2" "M5" "PN96" "Undef" 7 0 0 0 0.8999939 1 1.25 1.999969
0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"RDAECHZ" "9VZA-AH PFM" "1999" "5.4" "4R70W" "ECONOLINE" "Undef" 7 0 0.79996779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
"RDAECLZ" "9VZA-BL FC" "1999" "5.4" "4R70W" "ECONOLINE" "Undef" 7 0 0.79996779 0.95001221 1
1.049988 1.200012 1.999969 0.037994381 0.037994381 0.033004761 0.018005369 0.033004761
0.037994381 0.037994381
"RDAEDC4" "9VZA-AC GFB" "1999" "5.4" "4R70W" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
"RDAEDD4" "9VZA-AD HFB" "1999" "5.4" "4R70W" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
"READ0A7" "9VAA-BA J" "2001 & 2000 & 1999" "5.0" "4R70W" "UN-150 & UN-150 CFF/LEV" "3.73" 7
0 0 0 0 0 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
0.01499939
"RYAH5EG" "0E414E0510" "2000" "5.4" "4R70W" "ECONOLINE" "Undef" 7 0 0.95001221 0.97000122 1
1.049988 1.200012 1.999969 0.037994381 0.0249939 0.01499939 0.0099945068 0.0099945068
0.01499939 0.037994381
"RFAH6D7" "0E416D0A10" "2000" "4.6" "4R70W" "ECONOLINE" "Undef" 7 0 0 0.8999939 0.9750061
1.149994 1.200012 1.999969 0.020004271 0.020004271 0.020004271 0.01249695 0.01249695
0.020004271 0.020002081
"RFAH6E7" "0E416E0B10" "2000" "4.6" "4R70W" "ECONOLINE" "Undef" 7 0 0 0.8999939 0.9750061
1.149994 1.200012 1.999969 0.020004271 0.020004271 0.020004271 0.01249695 0.01249695
0.020004271 0.024002081
"RGAF2GD" "1FB1GPG0G10" "2001" "4.6" "4R70W" "FORD/MERCURY" "3.08" 7 0 0 0.95001221
0.97000122 1.049988 1.075012 1.999969 0.020004271 0.020004271 0.020004271 0.01249695
0.01249695 0.0025024409 0.0025024409
"RGAF2GF" "1FB1GK0G10" "2001" "4.6" "4R70W" "FORD/MERCURY" "3.08" 7 0 0 0.95001221
0.97000122 1.049988 1.075012 1.999969 0.020004271 0.020004271 0.020004271 0.01249695
0.01249695 0.0025024409 0.0025024409
"RGAF2GZ" "1VC1TX0G10" "2001" "4.6" "4R70W" "LINC.TOMNCAR" "3.08" 7 0 0 0.95001221
0.97000122 1.049988 1.075012 1.999969 0.020004271 0.020004271 0.020004271 0.01249695
0.01249695 0.0025024409 0.0025024409
"RGAF2FX" "2FB1UF0G00" "2002" "4.6" "4R70W" "FORD/MERCURY" "3.08" 7 0 0 0.95001221
0.97000122 1.049988 1.075012 1.999969 0.020004271 0.020004271 0.020004271 0.01249695
0.01249695 0.0025024409 0.0025024409
"RHAG7A5" "0F514A0A06" "2000" "5.4" "4R70W" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
"RHAG7A6" "0F516A0A06" "2000" "4.6" "4R70W" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.01499939
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RHAG7A9" "0F526I0A06" "2000" "4.6" "M5" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RHAG7B5" "0F516B0A06" "2000" "4.6" "4R70W" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.01499939
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RHAG7HC" "0F526H0A06" "2000" "4.6" "M5" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.0039978032
0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032 0.0039978032
"RHAG7N5" "0F514W0A06" "2000" "5.4" "4R70W" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
"RHAGBCC" "0E316C0511" "2000" "4.6" "4R70W" "UN93" "Undef" 7 0 0 0 0 0 1.999969 0.01499939
0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RHAGBD9" "0F516D0B11" "2000" "4.6" "4R70W" "PN96" "Undef" 7 0 0 0 0 0 1.999969 0.01499939

1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"ROAD7L2" "0E412L0B07" "2000" "4.2" "4R70W" "ECONOLINE" "Undef" 7 0 0 0 0.8999939 1 1.25
1.999969 0.050003052 0.050003052 0.050003052 0.050003052 0.0249939 0.050003052 0.050003052
"ROAD6B3" "0VC1FB0G10" "2000" "4.6" "4R70W" "LINC.TOWNCAR" "3.08" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6B7" "0FB1FBOA11" "2000" "4.6" "4R70W" "FORD/MERCURY" "2.73" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6B8" "0VC1FBOB11" "2000" "4.6" "4R70W" "LINC.TOWNCAR" "3.08" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6BT" "0FB1FBOG10" "2000" "4.6" "4R70W" "FORD/MERCURY" "3.08" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6BU" "0VC1FBOA11" "2000" "4.6" "4R70W" "LINC.TOWNCAR" "3.08" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6BV" "0FB1FBOB11" "2000" "4.6" "4R70W" "FORD/MERCURY" "2.73" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6BW" "0FB1FBOA11" "2000" "4.6" "4R70W" "FORD/MERCURY" "2.73" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6H7" "0FB1FHOA11" "2000" "4.6" "4R70W" "FORD/MERCURY" "3.55" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6H8" "0VC1FHOB11" "2000" "4.6" "4R70W" "LINC.TOWNCAR" "3.55" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6HW" "0FB1FHOB11" "2000" "4.6" "4R70W" "FORD/MERCURY" "3.55" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6HK" "0VC1FHOA11" "2000" "4.6" "4R70W" "LINC.TOWNCAR" "3.55" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6P7" "0FB1FPOA11" "2000" "4.6" "4R70W" "FORD/MERCURY" "3.27" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"ROAD6PZ" "0FB1FPOG10" "2000" "4.6" "4R70W" "FORD/MERCURY" "3.27" 7 0 0 0.95001221
0.97000122 1.029999 1.049988 1.999969 0.029998779 0.029998779 0.029998779 0.020004271
0.020004271 0.029998779 0.029998779
"RTA11P2" "1ZE13P0510" "2001" "3.8" "4R70W" "MUSTANG" "3.27" 7 0 0 0 0 0 1.999969
0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
"RTA11P3" "1ZE23P0A10" "2001" "3.8" "T5" "MUSTANG" "3.27" 7 0 0 0 0 0 1.999969 0.01600647
0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
"RTA11PY" "1ZE13P0A10" "2001" "3.8" "4R70W" "MUSTANG" "3.27" 7 0 0 0 0 0 1.999969
0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
"RTA11PZ" "1ZE23P0510" "2001" "3.8" "T5" "MUSTANG" "3.27" 7 0 0 0 0 0 1.999969 0.01600647
0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
"RTAJOP4" "2ZE2MP0500" "2002" "3.8" "T45" "MUSTANG GS" "3.27" 7 0 0 0 0 0 1.999969
0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
"RTAJOPZ" "2ZE1MP0500" "2002" "3.8" "Undef" "MUSTANG GS" "3.27" 7 0 0 0 0 0 1.999969
0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
"RTAJORA" "2ZE2CROA05" "2002" "3.8" "Undef" "MUSTANG Cost Save" "Undef" 7 0 0 0 0 0
1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
"RTAJORZ" "2ZE1CROA05" "2002" "3.8" "Undef" "MUSTANG Cost Save" "Undef" 7 0 0 0 0 0
1.999969 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647 0.01600647
"RVAF3C8" "1ZE24C0507" "2001" "4.6" "TR3650" "MUSTANG COBRA" "3.27" 7 0 0 0.75 0.92001343
1.079987 1.25 1.999969 0.044998169 0.044998169 0.044998169 0.02200317 0.02200317 0.044998169
0.044998169
"RVAFAT6" "1ZE1GT0510" "2001" "4.6" "4R70W" "MUSTANG GT" "3.27" 7 0 0.75 0.8999939
0.98999017 1 1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939
0.029998779 0.029998779
"RWA11CL" "1B316C0505" "2001" "4.6" "4R70W" "2001.5 UN93 Cat Opt" "Undef" 7 0 0 0 0 0
1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RWA12D7" "1F516D0812" "2001" "4.6" "4R70W" "2001.5 FN96 Cat Opt 5.4PF5" "Undef" 7 0 0 0 0
0 0 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RWA12DC" "1B316D0510" "2001" "4.6" "4R70W" "2001.5 UN93 Cat Opt" "Undef" 7 0 0 0 0 0
1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RWA12DH" "2B316D0505" "2002" "4.6" "4R70W" "2001.5 UN93 Cat Opt & UN93 2V" "Undef" 7 0 0 0

0 0 0 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RWAI2E6" "1F514E0B11" "2001" "5.4" "4R70W" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
"RWAI2E7" "1F516E0B12" "2001" "4.6" "4R70W" "2001.5 PN96 Cat Opt 5.4PF5" "Undef" 7 0 0 0 0
0 0 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RWAI2E8" "1F514E0B11" "2001" "5.4" "4R70W" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
"RWAI2F5" "1F514F0A11" "2001" "5.4" "4R70W" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
"RWAI2F7" "1F514F0A11" "2001" "5.4" "4R70W" "PN96" "Undef" 7 0 0 0.75 0.95001221 1.049988
1.25 1.999969 0.03999329 0.03999329 0.03999329 0.0090026855 0.0090026855 0.03999329
0.03999329
"RWAI2M7" "1F516M0A12" "2001" "4.6" "4R70W" "2001.5 PN96 Cat Opt 5.4PF5" "Undef" 7 0 0 0 0
0 0 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RWAI2N7" "1F516N0A12" "2001" "4.6" "4R70W" "2001.5 PN96 Cat Opt 5.4PF5" "Undef" 7 0 0 0 0
0 0 1.999969 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939 0.01499939
"RYAF0T3" "2ZE1GT0506" "2002" "4.6" "4R070W" "MUSTANG GT" "3.27" 7 0 0.75 0.8999939
0.98999017 1 1.25 1.999969 0.03999329 0.02200317 0.01600647 0.0099945068 0.01499939
0.029998779 0.029998779
"SAAR6S3" "0AK15S0513" "2000" "2.0" "FM" "FOCUS C170 SPI" "3.686" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SAAR6Z5" "0AK15Z0512" "2000" "2.0" "FM" "FOCUS C170 ZETEC" "3.907" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SAAR6ZB" "0AK15Z0512" "2000" "2.0" "FM" "FOCUS C170 ZETEC" "3.907" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SBAP6S7" "1AKLAS0A16" "2002 & 2001" "2.0 & 3.8" "4F27E" "FOCUS C170 SPI & WIN Cat OPT"
"3.733" 7 0 0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.029998779
0.0249939 0.029998779 0.044998169 0.050003052
"SBAP6SX" "1AKLAS0510" "2001" "2.0 & 3.8" "4F27E" "FOCUS C170 SPI & WIN Cat OPT" "3.686" 7 0
0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939
0.029998779 0.044998169 0.050003052
"SBAP6SY" "1AKLAS0A10" "2001" "2.0 & 3.8" "4F27E" "FOCUS C170 SPI & WIN Cat OPT" "3.686" 7 0
0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939
0.029998779 0.044998169 0.050003052
"SBAP6Z3" "1AKLAZ0510" "2001" "2.0" "4F27E" "FOCUS C170 ZETEC" "3.907" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SBAP6Z5" "2AKLAZ0M00" "2002" "2.0" "Undef" "FOCUS MEXICO" "Undef" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SBAP6ZW" "1AKLAZ0A10" "2001" "2.0" "4F27E" "FOCUS C170 ZETEC" "3.907" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SBAP6ZX" "1AKLAZ0510" "2001" "2.0" "4F27E" "FOCUS C170 ZETEC" "3.907" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SBAP6ZY" "1AKLAZ0A16" "2002 & 2001" "2.0" "4F27E" "FOCUS C170 ZETEC" "3.956" 7 0 0
0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939
0.029998779 0.044998169 0.050003052
"SBAP6Z2" "1AKLAZ0A10" "2001" "2.0" "4F27E" "FOCUS C170 ZETEC" "3.907" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SBAP7B4" "1AKLAS0517" "2002" "2.0 & 3.8" "4F27E" "FOCUS C170 SPI & WIN Cat OPT" "3.733" 7 0
0 0.95001221 1 1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939
0.029998779 0.044998169 0.050003052
"SBAP7B6" "2AK1B80A10" "2002" "2.0" "4F27E" "FOCUS SPI CAT OPT" "3.693" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SBAP7Z4" "1AKLAZ0517" "2002" "2.0" "4F27E" "FOCUS C170 ZETEC" "3.956" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052
"SBAP7Z8" "2AK1BZ0A10" "2002" "2.0" "4F27E" "FOCUS ZETEC CAT OPT" "3.904" 7 0 0 0.95001221 1
1.049988 1.100006 1.999969 0.029998779 0.029998779 0.029998779 0.0249939 0.029998779
0.044998169 0.050003052

		YEAR	REG	CLASS	TYPE	NUM	NEW	PART	NUM
AEROSTAR	ANY	3.0L	MY96	6-56T-R10	F69F-FC	-	MIA2	AOAG3TX	55B0
AEROSTAR	ANY	3.0L	MY96	6-56T-R05	F69F-FB	F69F-FC	MIA1	AOAG3T3	47FA
AEROSTAR	ANY	3.0L	MY96	6-56T-R00	F69F-FA	F69F-FC	MIA0	AOAG0T2	363E
AEROSTAR	ANY	3.0L	MY96	6-56J-R10	F69F-EC	-	HOO2	AOAG3JX	55CE
AEROSTAR	ANY	3.0L	MY96	6-56J-R05	F69F-EB	F69F-EC	HOO1	AOAG3J2	480E
AEROSTAR	ANY	3.0L	MY96	6-56J-R00	F69F-EA	F69F-EC	HOO0	AOAG0J3	362A
AEROSTAR	ANY	3.0L	MY97	7-56J-R10	F79F-AC	F79F-AD	NZB2	APAD2J8	027E
AEROSTAR	ANY	3.0L	MY97	7-56T-R05	F79F-BB	F79F-BD	PPZ1	APAD1T4	2807
AEROSTAR	ANY	3.0L	MY97	7-56J-R11	F79F-AD	-	NZB3	APAD2J7	16B0
AEROSTAR	ANY	3.0L	MY97	7-56T-R10	F79F-BC	F79F-BD	PPZ2	APAD2T5	0274
AEROSTAR	ANY	3.0L	MY97	7-56J-R05	F79F-AB	F79F-AD	NZB1	APAD1J4	27FD
AEROSTAR	ANY	3.0L	MY97	7-56J-R00	F79F-AA	F79F-AD	NZB0	APAC2J3	1BE1
AEROSTAR	ANY	3.0L	MY97	7-56T-R11	F79F-BD	-	PPZ3	APAD2TZ	16A6
AEROSTAR	ANY	3.0L	MY97	7-56T-R00	F79F-BA	F79F-BD	PPZ0	APAC2TZ	1BEB
AEROSTAR	ANY	4.0L	MY96	6-58Q-R10	F69F-DC	-	JIL2	AOAG3Q6	559C
AEROSTAR	ANY	4.0L	MY96	6-58Q-R05	F69F-DB	F69F-DC	JIL1	AOAG3Q4	485E
AEROSTAR	ANY	4.0L	MY96	6-58Q-R00	F69F-DA	F69F-DC	JIL0	AOAG0Q2	36C0
AEROSTAR	ANY	4.0L	MY96	6-58N-R10	F69F-CC	-	AXA2	AOAG3N6	557E
AEROSTAR	ANY	4.0L	MY96	6-58N-R05	F69F-CB	F69F-CC	AXA1	AOAG3N4	484A
AEROSTAR	ANY	4.0L	MY96	6-58N-R00	F69F-CA	F69F-CC	AXA0	AOAG0N2	36AC
AEROSTAR	ANY	4.0L	MY96	6-58J-R10	F69F-BC	-	HIM2	AOAG3J5	5556
AEROSTAR	ANY	4.0L	MY96	6-58J-R00	F69F-BA	F69F-BC	HIM0	AOAG0J2	367A
AEROSTAR	ANY	4.0L	MY96	6-58K-R00	F69F-AA	F69F-AC	LIZ0	AOAG0K2	368E
AEROSTAR	ANY	4.0L	MY96	6-58K-R05	F69F-AB	F69F-AC	LIZ1	AOAG3K3	4836
AEROSTAR	ANY	4.0L	MY96	6-58K-R10	F69F-AC	-	LIZ2	AOAG3K5	556A
AEROSTAR	ANY	4.0L	MY96	6-58J-R05	F69F-BB	F69F-BC	HIM1	AOAG3J3	4822
AEROSTAR	ANY	4.0L	MY97	7-58Q-R05	F79F-FB	F79F-FD	KYA1	ANAJ5Q3	2D07
AEROSTAR	ANY	4.0L	MY97	7-58J-R10	F79F-CC	F79F-CD	GLM2	ANAJ7J3	3CF7
AEROSTAR	ANY	4.0L	MY97	7-58J-R05	F79F-CB	F79F-CD	GLM1	ANAJ5J3	2CC1
AEROSTAR	ANY	4.0L	MY97	7-58J-R00	F79F-CA	F79F-CD	GLM0	ANAJ1J3	1C3B
AEROSTAR	ANY	4.0L	MY97	7-58Q-R10	F79F-FC	F79F-FD	KYA2	ANAJ7Q3	3D15
AEROSTAR	ANY	4.0L	MY97	7-58J-R11	F79F-CD	-	GLM3	ANAJ7J7	5593
AEROSTAR	ANY	4.0L	MY97	7-58Q-R00	F79F-FA	F79F-FD	KYA0	ANAJ1Q3	1C45
AEROSTAR	ANY	4.0L	MY97	7-58N-R11	F79F-ED	-	JRQ3	ANAJ7N4	557F
AEROSTAR	ANY	4.0L	MY97	7-58N-R10	F79F-EC	F79F-ED	JRQ2	ANAJ7N3	3D08
AEROSTAR	ANY	4.0L	MY97	7-58N-R05	F79F-EB	F79F-ED	JRQ1	ANAJ5N2	2CE9
AEROSTAR	ANY	4.0L	MY97	7-58N-R00	F79F-EA	F79F-ED	JRQ0	ANAJ1N3	1C4F
AEROSTAR	ANY	4.0L	MY97	7-58K-R11	F79F-DD	-	HCB3	ANAJ7K4	5589

HARDWARETYPE	ReinStzKb?					
ML2-307	112	0	112K/CAL/4R44E	0	AUTOPETROLCAL4R44E	1
ML2-307	112	0	112K/CAL/4R44E	0	AUTOPETROLCAL4R44E	1
ML2-307	112	0	112K/CAL/4R44E	-1	AUTOPETROLCAL4R44E	1
ML2-307	112	0	112K/49S/ALT/CAN/4R44E	0	AUTOPETROL49S4R44E	1
ML2-307	112	0	112K/49S/ALT/CAN/4R44E	0	AUTOPETROL49S4R44E	1
ML2-307	112	0	112K/49S/ALT/CAN/4R44E	-1	AUTOPETROL49S4R44E	1
ML2-30D	216	0	216K/49S/ALT/CAN	0	AUTOPETROL49S4R44E	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROLCAL4R44E	1
ML2-30D	216	0	216K/49S/ALT/CAN	0	AUTOPETROL49S4R44E	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROLCAL4R44E	1
ML2-30D	216	0	216K/49S/ALT/CAN	0	AUTOPETROL49S4R44E	1
ML2-30D	216	0	216K/49S/ALT/CAN	0	QVG_49S4R44A AUTOPETRVSCP	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROLCAL4R44E	1
ML2-30D	216	0	216K/CALIF	0	QVG_4R44A AUTOCALPETRVSCP	1
ML2-307	112	0	112K/CAL/4R55E	0	AUTOPETROLCAL4R55E	1
ML2-307	112	0	112K/CAL/4R55E	0	AUTOPETROLCAL4R55E	1
ML2-307	112	0	112K/CAL/4R55E	-1	AUTOPETROLCAL4R55E	1
ML2-307	112	0	112K/CAL/4R55E	0	AUTOPETROLCAL4R55E	1
ML2-307	112	0	112K/CAL/4R55E	0	AUTOPETROLCAL4R55E	1
ML2-307	112	0	112K/CAL/4R55E	-1	AUTOPETROLCAL4R55E	1
ML2-307	112	0	112K/49S/ALT/CAN/4R55E	0	AUTOPETROL49S4R55E	1
ML2-307	112	0	112K/49S/ALT/CAN/4R55E	-1	AUTOPETROL49S4R55E	1
ML2-307	112	0	112K/49S/ALT/CAN/4R55E	-1	AUTOPETROL49S4R55E	1
ML2-307	112	0	112K/49S/ALT/CAN/4R55E	0	AUTOPETROL49S4R55E	1
ML2-307	112	0	112K/49S/ALT/CAN/4R55E	0	AUTOPETROL49S4R55E	1
ML2-307	112	0	112K/49S/ALT/CAN/4R55E	0	AUTOPETROL49S4R55E	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROL5R55ECAL	1
ML2-30D	216	0	216K/49S/ALT/CAN	0	AUTOPETROL5R55E49S	1
ML2-30D	216	0	216K/49S/ALT/CAN	0	AUTOPETROL5R55E49S	1
ML2-30D	216	0	216K/49S/ALT/CAN	-1	AUTOPETROL5R55E49S	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROL5R55ECAL	1
ML2-30D	216	0	216K/49S/ALT/CAN	0	AUTOPETROL5R55E49S	1
ML2-30D	216	0	216K/CALIF	-1	AUTOPETROL5R55ECAL	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROL5R55ECAL	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROL5R55ECAL	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROL5R55ECAL	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROL5R55ECAL	1
ML2-30D	216	0	216K/CALIF	-1	AUTOPETROL5R55ECAL	1
ML2-30D	216	0	216K/CALIF	0	AUTOPETROL5R55ECAL	1
ML2-30D	216	0	216K/49S/ALT/CAN	0	AUTOPETROL5R55E49S	1

					STRATEGY
0			(CM_BASE BASE)	6FEB	AOAG3
0			(CM_BASE BASE)	6FC6	AOAG3
0			(CM_BASE BASE)	6BC0	AOAG0
0			(CM_BASE BASE)	6FDF	AOAG3
0			(CM_BASE BASE)	6CBB	AOAG3
0			(CM_BASE BASE)	6AB6	AOAG0
0			(CM_BASE BASE)	5A24	APAD2
0			(CM_BASE BASE)	B3FA	APAD1
0			(CM_BASE BASE)	5A25	APAD2
0			(CM_BASE BASE)	5A2C	APAD2
0			(CM_BASE BASE)	B4EE	APAD1
0			(CM_BASE BASE)	E9F3	APAC2
0			(CM_BASE BASE)	5A59	APAD2
0			(CM_BASE BASE)	EA25	APAC2
0			(CM_BASE BASE)	9FBB	AOAG3
0			(CM_BASE BASE)	9D71	AOAG3
0			(CM_BASE BASE)	97B4	AOAG0
0			(CM_BASE BASE)	9EB8	AOAG3
0			(CM_BASE BASE)	9DB6	AOAG3
0			(CM_BASE BASE)	97B0	AOAG0
0			(CM_BASE BASE)	9FB1	AOAG3
0			(CM_BASE BASE)	97AB	AOAG0
0			(CM_BASE BASE)	98AA	AOAG0
0			(CM_BASE BASE)	9EAF	AOAG3
0			(CM_BASE BASE)	9FB1	AOAG3
0			(CM_BASE BASE)	9EAF	AOAG3
0			(CM_BASE BASE)	3A35	ANAJ5
0			(CM_BASE BASE)	2C88	ANAJ7
0			(CM_BASE BASE)	3B2A	ANAJ5
0			(CM_BASE BASE)	402E	ANAI1
0			(CM_BASE BASE)	2B93	ANAJ7
0			(CM_BASE BASE)	308A	ANAJ7
0			(CM_BASE BASE)	4038	ANAI1
0			(CM_BASE BASE)	308D	ANAJ7
0			(CM_BASE BASE)	2B8F	ANAJ7
0			(CM_BASE BASE)	3B2F	ANAJ5
0			(CM_BASE BASE)	4034	ANAI1
0			(CM_BASE BASE)	3089	ANAJ7

	TYPE	SUBTYPE	YEAR	Calibration	PARTNUM	NEWPARTNUM	CATCHWORD	FILENAME	CALID
AEROSTAR	ANY	4.0L	MY97	7-58K-R10	F79F-DC	F79F-DD	HCB2	ANAJ7K3	3D01
AEROSTAR	ANY	4.0L	MY97	7-58K-R00	F79F-DA	F79F-DD	HCB0	ANA11K3	1C31
AEROSTAR	ANY	4.0L	MY97	7-58K-R05	F79F-DB	F79F-DD	HCB1	ANAJ5K3	2D4D
AEROSTAR	ANY	4.0L	MY97	7-58Q-R11	F79F-FD	-	KYA3	ANAJ7Q6	558B
ASPIRE	ANY	1.3L	MY96						IS18
ASPIRE	ANY	1.5L	MY97	7B5702MT	F7BF-FD	-	3PPM	DIAK0M2	484C
ASPIRE	ANY	1.5L	MY97	J0FMAF02	F7BF-FC	F7BF-FD	2PPM	DIAJ0M2	416B
ASPIRE	ANY	1.5L	MY97	I0F0AF01	F7BF-FB	F7BF-FC	2PPM	DIAI002	35B9
ASPIRE	ANY	1.5L	MY97	K0FAAF01	F7BF-EB	F7BF-EC	2PPA	DIAI0A2	35C7
ASPIRE	ANY	1.5L	MY97	J0FAAF02	F7BF-EC	-	2PPA	DIAJ0A2	417F
ATENZA	L3	2.3L	MY02		L354-	L354-A	3540	SW-L354E000	L354
ATENZA	L3	2.3L	MY02		L354-A	-	354A	SW-L354EA00	L354
ATENZA	L3	2.3L	MY02		L355-	L355-A	3550	SW-L355E000	L355
ATENZA	L3	2.3L	MY02		L355-A	-	355A	SW-L355EA00	L355
ATENZA	L3	2.3L	MY02		L345-A	L345-B	345A	SW-L345EA00	L345
ATENZA	L3	2.3L	MY02		L340-B	-	340B	SW-L340EB00	L340
ATENZA	L3	2.3L	MY02		L345-C	-	345C	SW-L345EC00	L345
ATENZA	L3	2.3L	MY02		L345-B	L345-C	345B	SW-L345EB00	L345
ATENZA	L3	2.3L	MY02		L333-A	L333-B	33A0	SW-L333EA00	L333
ATENZA	L3	2.3L	MY02		L333-B	L333-C	33B0	SW-L333EB00	L333
ATENZA	L3	2.3L	MY02		L333-C	L333-D	33C0	SW-L333EC01	L333
ATENZA	L3	2.3L	MY02		L333-D	-	33D0	SW-L333ED02	L333
ATENZA	L3	2.3L	MY02		L345-	L345-A	3450	SW-L345E000	L345
ATENZA	L3	2.3L	MY02		L339-	L339-A	3390	SW-L339E000	L339
ATENZA	L3	2.3L	MY02		L339-A	L339-B	339A	SW-L339EA00	L339
ATENZA	L3	2.3L	MY02		L339-B	-	339B	SW-L339EB00	L339
ATENZA	L3	2.3L	MY02		L340-	L340-A	3400	SW-L340E000	L340
ATENZA	L3	2.3L	MY02		L340-A	L340-B	340A	SW-L340EA00	L340
ATENZA	LF	2.0L	MY02		LF32-A	LF32-B	F32A	SW-LF32EA00	LF32
ATENZA	LF	2.0L	MY02		LF29-B	LF29-C	F29B	SW-LF29EB00	LF29
ATENZA	LF	2.0L	MY02		LF29-C	-	F29C	SW-LF29EC00	LF29
ATENZA	LF	2.0L	MY02		LF30-	LF30-A	F300	SW-LF30E000	LF30
ATENZA	LF	2.0L	MY02		LF30-A	LF30-B	F30A	SW-LF30EA00	LF30
ATENZA	LF	2.0L	MY02		LF30-B	-	F30B	SW-LF30EB00	LF30
ATENZA	LF	2.0L	MY02		LF31-	LF31-A	F310	SW-LF31E000	LF31
ATENZA	LF	2.0L	MY02		LF31-A	LF31-B	F31A	SW-LF31EA00	LF31
ATENZA	LF	2.0L	MY02		LF29-A	LF29-B	F29A	SW-LF29EA00	LF29
ATENZA	LF	2.0L	MY02		LF32-	LF32-A	F320	SW-LF32E000	LF32

		COMMENTS	NotCertified	QualifierValue	
ML2-30D	216	0216K/49S/ALT/CAN	0	AUTOPETROL5R55E49S	1
ML2-30D	216	0216K/49S/ALT/CAN	-1	AUTOPETROL5R55E49S	1
ML2-30D	216	0216K/49S/ALT/CAN	0	AUTOPETROL5R55E49S	1
ML2-30D	216	0216K/CALIF	0	AUTOPETROL5R55ECAL	1
NGS_PCM	306	0Mazda Calibration	0	QVG_VHSF16PI	1
MLM-150	112	0AUG2799-ROW-NCRT/MT	0	MANPETROL	1
MLM-150	112	0ADR MARKET	0	MANPETROL	1
MLM-150	112	01.5L/MTX	0	MANPETROL	1
MLM-150	112	01.5LATX	0	AUTOPETROL	1
MLM-150	112	0AUG2799-ROW-NCRT/AD	0	AUTOPETROL	1
NGS_PCM	306	0	0	QVG_VHSCMAN	2
NGS_PCM	306	0	-1	QVG_VHSCMAN	2
NGS_PCM	306	0	0	QVG_VHSCAUTO	2
NGS_PCM	306	0	-1	QVG_VHSCAUTO	2
NGS_PCM	306	0	0	QVG_AUTO5AT	2
NGS_PCM	306	0	-1	QVG_VHSCAUTO	2
NGS_PCM	306	0	-1	QVG_AUTO5AT	2
NGS_PCM	306	0	0	QVG_AUTO5AT	2
NGS_PCM	306	0	0	QVG_AUTO4AT	2
NGS_PCM	306	0	0	QVG_AUTO4AT	2
NGS_PCM	306	0	0	QVG_AUTO4AT	2
NGS_PCM	306	0	0	QVG_AUTO4AT	2
NGS_PCM	306	0	0	QVG_AUTO5AT	2
NGS_PCM	306	0	0	QVG_VHSCMAN	2
NGS_PCM	306	0	0	QVG_VHSCMAN	2
NGS_PCM	306	0	-1	QVG_VHSCMAN	2
NGS_PCM	306	0	0	QVG_VHSCAUTO	2
NGS_PCM	306	0	0	QVG_VHSCAUTO	2
NGS_PCM	306	0	0	QVG_VHSCMAN	2
NGS_PCM	306	0	0	QVG_AUTOLEAD	2
NGS_PCM	306	0	-1	QVG_AUTOLEAD	2
NGS_PCM	306	0	0	QVG_VHSCMAN	2
NGS_PCM	306	0	0	QVG_VHSCMAN	2
NGS_PCM	306	0	-1	QVG_VHSCMAN	2
NGS_PCM	306	0	0	QVG_VHSCAUTO	2
NGS_PCM	306	0	0	QVG_VHSCAUTO	2
NGS_PCM	306	0	0	QVG_AUTOLEAD	2
NGS_PCM	306	0	0	QVG_VHSCMAN	2

Mandator	IBN	ISS	Part	OR	DESCRIPTION	CO	CHECKSUM
0					(CM_BASE BASE)	2B8B	ANAJ7
0					(CM_BASE BASE)	4030	ANAI1
0					(CM_BASE BASE)	3A2D	ANAJ5
0					(CM_BASE BASE)	3092	ANAJ7
0					(CM_BASE BASE)		NoFl
0					(CM_BASE BASE)	C5E7	DIAK0
0					(CM_BASE BASE)	D1E3	DIAJ0
0					(CM_BASE BASE)	CBDE	DIAJ0
0					(CM_BASE BASE)	B7FB	DIAJ0
0					(CM_BASE BASE)	BDE3	DIAJ0
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-L3
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF
0					(CM_BASE BASE)		SW-LF

							CATCHWORD	FILENAME	CALLID
ATENZA	LF	2.0L	MY02		LF33-A	LF33-B	F33A	SW-LF33EA00	LF33
ATENZA	LF	2.0L	MY02		LF32-B		F32B	SW-LF32EB00	LF32
ATENZA	LF	2.0L	MY02		LF33-	LF33-A	F330	SW-LF33E000	LF33
ATENZA	LF	2.0L	MY02		LF33-B		F33B	SW-LF33EB00	LF33
ATENZA	LF	2.0L	MY02		LF31-B		F31B	SW-LF31EB00	LF31
ATENZA	LF	2.0L	MY02		LF21-C	LF21-D	F21C	SW-LF21EC01	LF21
ATENZA	LF	2.0L	MY02		LF29-	LF29-A	F290	SW-LF29E000	LF29
ATENZA	LF	2.0L	MY02		LF21-B	LF21-C	F2B0	SW-LF21EB00	LF21
ATENZA	LF	2.0L	MY02		LF21-A	LF21-B	F2A0	SW-LF21EA00	LF21
ATENZA	LF	2.0L	MY02		LF21-D	LF21-E	F21D	SW-LF21ED02	LF21
ATENZA	LF	2.0L	MY02		LF21-E		F21E	SW-LF21EE03	LF21
ATENZA	LF	2.0L	MY02		LF28-	LF28-A	F280	SW-LF28E000	LF28
ATENZA	LF	2.0L	MY02		LF28-A	LF28-B	F28A	SW-LF28EA00	LF28
ATENZA	LF	2.0L	MY02		LF28-B	LF28-C	F28B	SW-LF28EB00	LF28
ATENZA	LF	2.0L	MY02		LF28-C		F28C	SW-LF28EC00	LF28
B226	DURATEC_16	1.4L	MY02		2S6A-SE		SM14	C00DF4XA	9999
B228	DURATEC_16	1.4L	MY02		2S6A-SD	2S6A-SE	SM16	B50DF4XA	9999
B226	DURATEC_16	1.4L	MY02		2S6A-SC	2S6A-SE	SM12	B10DF4XA	9999
B228	DURATEC_16	1.6L	MY02		2S6A-TC	2S6A-TE	SM11	B10DH4XA	9999
B228	DURATEC_16	1.6L	MY02		2S6A-TD	2S6A-TE	SM17	B50DH4XA	9999
B228	DURATEC_16	1.6L	MY02		2S6A-TE		SM15	C00DH4XA	9999
B228	TDCI	1.4L	MY02		2N1A-AC		4AGB	B50DBR05	9999
B256	DURATEC_16	1.4L	MY02		2S6A-SC	2S6A-SE	SM12	B10DF4XA	9999
B258	DURATEC_16	1.4L	MY02		2S6A-SD	2S6A-SE	SM16	B50DF4XA	9999
B256	DURATEC_16	1.4L	MY02		2S6A-SE		SM14	C00DF4XA	9999
B256	DURATEC_16	1.6L	MY02		2S6A-TC	2S6A-TE	SM11	B10DH4XA	9999
B256	DURATEC_16	1.6L	MY02		2S6A-TD	2S6A-TE	SM17	B50DH4XA	9999
B256	DURATEC_16	1.6L	MY02		2S6A-TE		SM15	C00DH4XA	9999
B256	DURATEC_8V	1.3L	MY02		TEST-PN		0000	NoFile	0000
B256	DURATEC_8V	1.3L	MY02		2S6A-NB		1THA	C00DD4XA	9999
B256	DURATEC_8V	1.3L	MY02		2S6A-PB		2UFA	C00DE4XA	9999
B256	DURATEC_8V	1.3L	MY02		2S6A-ZB		3NUA	C00DZ4XA	9999
B256	TDCI	1.4L	MY02		2S6A-BJ		1BSD	B50DBR04	9999
B256	TDCI	1.4L	MY02		2S6A-BE	2S6A-BF	BSU2	B3ccbr01	9999
B256	TDCI	1.4L	MY02		2S6A-BE	2S6A-BF	BSU2	B3ccbr01	9999
B256	TDCI	1.4L	MY02		2S6A-BF	2S6A-BG	1BSA	B4ccbr01	9999
B256	TDCI	1.4L	MY02		2S6A-BG		1BSB	B4ccbr09	9999
B257	DURATEC_16	1.4L	MY02		TEST-PN		0000	NoFile	0000

HARDWARETY	NormSizeKb	Bits	COMMENTS	NotCertified	QualiferValue
NGS_PCM	306	0		0	QVG_VHSCAUTO 2
NGS_PCM	306	0		-1	QVG_VHSCMAN 2
NGS_PCM	306	0		0	QVG_VHSCAUTO 2
NGS_PCM	306	0		-1	QVG_VHSCAUTO 2
NGS_PCM	306	0		-1	QVG_VHSCAUTO 2
NGS_PCM	306	0		0	QVG_AUTO4AT 2
NGS_PCM	306	0		0	QVG_AUTOLEAD 2
NGS_PCM	306	0		0	QVG_AUTO4AT 2
NGS_PCM	306	0		0	QVG_AUTO4AT 2
NGS_PCM	306	0		0	QVG_AUTO4AT 2
NGS_PCM	306	0		0	QVG_AUTO4AT 2
NGS_PCM	306	0		0	QVG_MANLEAD 2
NGS_PCM	306	0		0	QVG_MANLEAD 2
NGS_PCM	306	0		0	QVG_MANLEAD 2
NGS_PCM	306	0		-1	QVG_MANLEAD 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM-802	886	0		0	DIESELMAN 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
SIM22	886	0		0	QVG_PETRVHSCMANFITTINT_E 2
MLP-XXX	216	0	KRD TEST ONLY	0	INT_EDISMANPETROL 1
SIM21	886	0	056PS 1, 3L Stage IV	0	QVG_PETRVHSCMANFITTINT_E 2
SIM21	886	0	086PS 1, 3L Stage IV	0	QVG_PETRVHSCMANFITTINT_E 2
SIM21	886	0	066PS 1, 3L Stage III	0	QVG_PETRVHSCMANFITTINT_E 2
SIM-802	886	0	0 Dummy entry for vehicle ID	0	DIESELMAN 2
SIM-802	886	0	0 Dummy entry for vehicle ID	-1	DIESELMAN 2
SIM-802	886	0	0 Dummy entry for vehicle ID	-1	DIESELMAN 1
SIM-802	886	0	0 Dummy entry for vehicle ID	-1	DIESELMAN 2
SIM-802	886	0	0 Dummy entry for vehicle ID	0	DIESELMAN 2
MLP-XXX	216	0	KRD TEST ONLY	0	INT_EDISMANPETROL 1

					STRATEGY
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
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0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	SW-LF
0				(CM_BASE BASE)	C00DF
0				(CM_BASE BASE)	B50DF
0				(CM_BASE BASE)	B10DF
0				(CM_BASE BASE)	B10DH
0				(CM_BASE BASE)	B50DH
0				(CM_BASE BASE)	C00DH
0				(CM_BASE BASE)	B50DB
0				(CM_BASE BASE)	B10DF
0				(CM_BASE BASE)	B50DF
0				(CM_BASE BASE)	C00DF
0				(CM_BASE BASE)	B10DH
0				(CM_BASE BASE)	B50DH
0				(CM_BASE BASE)	C00DH
0				(CM_BASE BASE)	XXXX
0				(CM_BASE BASE)	AQA4
0				(CM_BASE BASE)	C00DD
0				(CM_BASE BASE)	C00DE
0				(CM_BASE BASE)	C00DZ
0				(CM_BASE BASE)	B50DB
0				(CM_BASE BASE)	B3ccb
0				(CM_BASE BASE)	B3ccb
0				(CM_BASE BASE)	B4ccb
0				(CM_BASE BASE)	B4ccb
0				(CM_BASE BASE)	XXXX
0				(CM_BASE BASE)	AQA4

MODEL	YEAR	PRICE	MAKE	MODEL	DESCRIPTION	CATCHWORD	FILENAME	PRICE	
B257	DURATEC_16	1.4L	MY02		2S6A-SE	SM14	C00DF4XA	9999	
B257	DURATEC_16	1.4L	MY02		2S6A-SD	2S6A-SE	SM16	B50DF4XA	9999
B257	DURATEC_16	1.4L	MY02		2S6A-SC	2S6A-SE	SM12	B10DF4XA	9999
B257	DURATEC_16	1.6L	MY02		TEST-PN		0000	NoFile	0000
B257	DURATEC_16	1.6L	MY02		2S6A-TE		SM15	C00DH4XA	9999
B257	DURATEC_16	1.6L	MY02		2S6A-TD	2S6A-TE	SM17	B50DH4XA	9999
B257	DURATEC_16	1.6L	MY02		2S6A-TC	2S6A-TE	SM11	B10DH4XA	9999
B257	DURATEC_8V	1.3L	MY02		TEST-PN		0000	NoFile	0000
B257	DURATEC_8V	1.3L	MY02		2S6A-PB		2UFA	C00DE4XA	9999
B257	DURATEC_8V	1.3L	MY02		2S6A-ZB		3NUA	C00DZ4XA	9999
B257	DURATEC_8V	1.3L	MY02		2S6A-NB		1THA	C00DD4XA	9999
B257	TDCI	1.4L	MY02		TEST-PN		0000	NoFile	0000
B257	TDCI	1.4L	MY02		2S6A-BH	2S6A-BJ	1BSC	650DBR01	9999
B257	TDCI	1.4L	MY02		2S6A-BG	2S6A-BH	1BSB	64ccbr03	9999
B257	TDCI	1.4L	MY02		2S6A-BF	2S6A-BG	1BSA	64ccbr01	9999
B257	TDCI	1.4L	MY02		2S6A-BE	2S6A-BF	BSU2	63ccbr01	9999
B257	TDCI	1.4L	MY02		2S6A-BJ		1BSD	650DBR04	9999
BRONCO	ANY	5.0L	MY96	6-53E-R00	F6TF-JA	F6PF-BPA	TAD0	CFAK1EX	0A92
BRONCO	ANY	5.0L	MY96	6-54P-R11	F6PF-APA		GYA0	AGANFPA	632A
BRONCO	ANY	5.0L	MY96	6-54P-R05	F6TF-TB	F6PF-APA	DUO1	AGANFPY	2D24
BRONCO	ANY	5.0L	MY96	6-54J-R10	F6TF-PC	F6PF-BLA	ADA2	AGANFJ6	3B70
BRONCO	ANY	5.0L	MY96	6-54P-R10	F6TF-TC	F6PF-APA	DUO2	AGANFP8	3B84
BRONCO	ANY	5.0L	MY96	6-54P-R11	F6TF-TD	F6PF-APA	DUO3	AGANFPZ	4A3E
BRONCO	ANY	5.0L	MY96	6-54P-R00	F6TF-TA	F6PF-APA	DUO0	AGANAP2	0BE6
BRONCO	ANY	5.0L	MY96	6-53E-R12	F6PF-BPA		DDS0	CFAK8E6	2BBD
BRONCO	ANY	5.0L	MY96	6-54J-R12	F6TF-PE	F6PF-BLA	ADA4	AGANOJ4	158F
BRONCO	ANY	5.0L	MY96	6-54J-R12	F6PF-BLA		WTA0	AGANOJ6	2B81
BRONCO	ANY	5.0L	MY96	6-54J-R11	F6TF-PD	F6PF-BLA	ADA3	AGANFJA	4E44
BRONCO	ANY	5.0L	MY96	6-54J-R05	F6TF-PB	F6PF-BLA	ADA1	AGANFJ6	25AE
BRONCO	ANY	5.0L	MY96	6-54J-R00	F6TF-PA	F6PF-BLA	ADA0	AGANAJ2	0AA6
BRONCO	ANY	5.0L	MY96	6-53E-R12	F6TF-JF	F6PF-BPA	TAD5	CFAK8EZ	162D
BRONCO	ANY	5.0L	MY96	6-53E-R10	F6TF-JE	F6PF-BPA	TAD4	CFAK7EX	43FE
BRONCO	ANY	5.0L	MY96	6-53E-R10	F6TF-JD	F6PF-BPA	TAD3	CFAK8E3	3B5C
BRONCO	ANY	5.0L	MY96	6-53E-R06	F6TF-JC	F6PF-BPA	TAD2	CFAK4E5	2914
BRONCO	ANY	5.0L	MY96	6-53E-R05	F6TF-JB	F6PF-BPA	TAD1	CFAK2E2	141A
BRONCO	ANY	5.8L	MY96	6-84T-R10	F6TF-ARC	F6TF-ARD	GIG2	AGANFT8	45E8
BRONCO	ANY	5.8L	MY96	6-84B-R11	F6PF-AVA		YDC0	AGANFBD	6410
BRONCO	ANY	5.8L	MY96	6-84T-R11	F6PF-AZA		ELT0	AGANFTD	644C

From: Fast, Mathew (M.F.)
Sent: Wednesday, July 10, 2002 7:55 AM
To: Suarez, Rhea (R.); Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Fournelle, Gilbert (G.); Alconian, Don (D.J.); Price, Martin (M.)
Subject: RE: Stall repeater

And a 2001 repeater, FSE brought to my that this could be a regional concern. After quickly reviewing the stalls folder there is a large representation of East coast states.

CSQI500 CQIS Indicator Summary 07/10/02 07:48:52 1 of 5

Rpt#: 2GLJ0004 NHL Rpt: 07/09/2002 Odom: 8,000 M
Rvwld: Y File: _ Folder: 02008217 2 Images: 0 Print Smy/Disp Deta(M/P/D): _
Vehicle: 2002 ESCAPE 4X4_XLT_WAGON 1FMYU04172KB54072 Btd: 12/10/2001
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 03023 Maguire's Ford Ph#: (717) 838-8300
State: Pennsylvania City: Palmyra Orig/Caller: RUSS UNGER
Symptom: 8 07 7 92 DRVABL,STALL/QUITS,DECELERATION,HOT ENGINE
Addl Sym: INT STALL ON DECEL GOING DO St: CCRG/EPRC: _ Rvwld: Dt:
Fbc Caus. Comp: - Condition Code:
Hotliner: RKOTHS Phone: 313 317-0000 Regn Cd: 16 Philadelphia -16
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: SF

REPAIR SF STATES THAT THE VEH HAS A REPEAT STALLING CONCERN ON DECEL WHEN GOING DOWN A INCLINE. SF STATES THAT HE DID TSB 02-08-08 & DID TSB 02-11-06. HE STATES THAT THEY ADJUSTED THE BASE IDLE & THE IAC IS AT 28% & TP VOLTAGE IS .91VOLTS & IT WAS SET PER FSE. HE ALSO STATES THAT THE PCM HAS THE LATEST CALIBRATION ALSO STATES THAT THE EVAP SYSTEM CHECKED OUT OK PER THE TSB & HE DID REPLACE THE EEC RELAY & THE FUEL PUMP RELAY WITH THE UPDATED ONE & HE STATES THAT THERE IS NO EXCESS WEIGHT ON THE KEY RING. SF STATES THAT THEY DID CHECK ALL THE ENG COMPARTMENT GROUNDS G300,G100,G104,G105,G101. HE ALSO STATES THAT HE REPLACED THE MAF SENSOR WITH PART # 1L2Z-12B578-BA & HE REPLACED THE DPFE SENSOR WITH PART # 2F1Z-8J460-AA. HE STATES THAT THEY HAVE NOT BEEN ABLE TO DUPLICATE THE CONCERN HE STATES THAT THERE ARE NO CODES HE ALSO STATES THAT THE VEH HAS BEEN TO THE DEALER 4X FOR THIS CONCERN & IT HAS NOT BEEN RESOLVED. SF LOOKING FOR KNOWNS.
RECOMM WENT THRU REPORTS WITH SF ALSO ADVISED HIM TO CHECK CONNECTORS C110, C133,C270B,C270C,C270D FOR WATER INTRUSION OR PIN PROBLEMS & TO CHECK THE CKP HARNESS BY THE A/C BRACKET & BY THE A/C LINE AT THE BULKHEAD & TO CALL BACK WITH RESULTS. ALSO WENT THRU THE CONCERN WITH THE SME MATT & HE STATED TO GO THRU THE TSB'S & THE ISM & IF HE DID ALL RECOMENDATIONS TO TAR THE REPORT.

—Original Message—
From: Suarez, Rhea (R.)
Sent: Wednesday, July 10, 2002 7:47 AM
To: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Fournelle, Gilbert (G.); Alconian, Don (D.J.); Price, Martin (M.)
Cc: Fast, Mathew (M.F.)
Subject: Stall repeater

Team - Here is a repeater for stalls.

Rpt#: 2GIDK002 NHL Rpt: 07/09/2002 Odom: 11,500 M

Rvwd: Y File: _ Folder: 01013473 2 Images: 0 Print Smry/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMCU04172KA15148 Bld: 08/17/2001
Engine: 3.0L DUR Call: 0M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 07551 MONONGAHELA FORD CO INC Ph#: (724) 258-8800
State: Pennsylvania City: Monongahela Orig/Caller: FRANK THOMAS
Symptom: 6 07 7 93 DRVABL,STALL/QUITS,DECELERATION,ALL ENGINE TEMP
Addl Sym: VEHICLE IN FOR 5TH TIME St: OCRG/EPRC: _ Rvwd: Dt:
Fix Caus. Comp: - Condition Code:
Hotliner: RGARZA13 Phone: 313 317-7070 Regn Cd: 44 Pittsburgh - 44
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: SM

REPAIR WARRANTY SPECIALIST (FRANK THOMAS) STS THAT THIS VEHICLE HAS BEEN BROUGHT IN FOR THE 5TH TIME FOR STALLING CONCERN AND VEHICLE CONCERNS HAVE NOT BEEN CORRECTED.WS STS THAT CUSTOMER IS EXTREMELY IRATE AND DOES NOT TRUST THE VEHICLE ANYMORE.TO MY UNDERSTANDING, CUSTOMER DOES NOT WANT VEHICLE POSSESSION ANYMORE.WS STS THAT HE HAS EXTENSIVE CONTACT WITH BRIAN DOMINICK AND REQUESTS A TECH ASSIST.WS SEEKING DIRECTION FOR LEMON LAW ASSIST.W/S STS THAT 2 CONVERSATIONS WITH BRIAN ARE UNVERIFIABLE ABOUT THIS VEHICLE.W/S STS THAT FSE WAS NOT ABLE TO HELP HIS CONCERNS.

RECOMM ADVISED W/S TO PERFORM TSB # 02-11-6 BEFORE PROCEEDING ANY FURTHER. W/S STS THAT HE FEELS THAT THIS TSB WILL NOT FIX THE CONCERN.W/S DID STATE THAT PARTS WERE ON ORDER FOR THIS TSB, BUT AGAIN, HE FELT THIS TSB WOULD NOT FIX THE CONCERN.ADVISED W/S THAT ALL TSB'S MUST BE PERFORMED TO CONFORM TO AVAILABLE REPAIRS WITHIN THEIR MEANS.ADVISED W/S TO CONTACT BRIAN DOMENICK OR MARTI PRICE FOR A TECH ASSIST.

From: Dalbo, Bob (R.J.)
Sent: Friday, July 12, 2002 11:38 AM
To: Panganis, Mike (M.A.)
Subject: RE: Stalls While Driving (35-40 mph)

Mike,
I faxed you 3 RCON plots. Two are from a 3.0L 4V Taurus, one showing the A/F excursion during a 40 MPH roadload when the CVV closes, and the other being a 40 MPH road load followed by a tip-out when the CVV closes. Note that in the case of the tip-out the evap monitor is aborted (CVV reopens) when vehicle speed drops below 40.

The third plot is from a 40 roadload/CVV closure/tip-out on an Escape. This one only shows a dip to 450 RPM, but we have seen dips to 180 RPM. Again the monitor is aborted because the vehicle speed dropped after the tip-out.

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: Panganis, Mike (M.A.)
Sent: Friday, July 12, 2002 9:38 AM
To: Dalbo, Bob (R.J.)
Subject: FW: Stalls While Driving (35-40 mph)

If you get a chance can you send me the data in question please. Thankal

—Original Message—

From: Panganis, Mike (M.A.)
Sent: Friday, July 12, 2002 9:37 AM
To: Sepick, Gregory (G.); Weber, Chris (C.R.); Bogema, John (P.); Przemiatk, Steve (S.V.)
Cc: Ward, Sheila (S.A.); Perlick, Don (D.A.); Willetts, Paul (P.R.); Kim, Hyunsuk (J.); Brachel, Keith (K.M.)
Subject: RE: Stalls While Driving (35-40 mph)

Please forward me a copy of any data on D188. (or the package in question) We can let the data speak.

Slight history as I remember,

PGM_MIN_LOAD set to zero due to aborts of the monitor destroying the completion frequency.

Many, many test trips and vehicles tested, with many drivers with the min load set to zero and not one vehicle stall recorded.

We due go rich upon CVS closure to the order of 11 or 12 :1 depending on the state of the fuel/ambient/level etc.

Greg,

Should be fairly easy to repeat the conditions once the data is reviewed. I would recommend reviewing data, as you suggested, before any task force is initiated.

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

From: Sepick, Gregory (G.)
Sent: Thursday, July 11, 2002 1:32 PM
To: Weber, Chris (C.R.); Bogema, John (P.); Przesmitzki, Steve (S.V.); Panganis, Mike (M.A.)
Cc: Ward, Sheila (S.A.); Perlick, Don (D.A.); Willette, Paul (P.R.); Kim, Hyunsuk (J.); Brachel, Keith (K.M.)
Subject: RE: Stalls While Driving (35-40 mph)

John,

I see you mentioned D186 as a problem vehicle for stalling in your note below. Steve Przesmitzki and I would really like to see some data from a D186 if you have it. We've been scrutinizing the EVAP monitor on the D186 since 2000MY, and never had an issue with stalls such as you describe. FYI, D186 balls out of the EVAP monitor below 40mph. Are you sure PGM_ST was equal to 0 when you were testing?

This is a 4V D186 right?

Mike,

Do you remember anything like this?

Greg Sepick

OBDII Calibration Development
D186/D219/D258
Phone/Fax: 24-81219 Pager: 313-851-4771

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

From: Weber, Chris (C.R.)
Sent: Thursday, July 11, 2002 11:48 AM
To: Cassidy, Michael (M.); Geoffrey McHabb; Gladys Soriano; Gregory Sepick; Lawrence Dudley; Nbeon, Mary J (M.J.); Richard Clark; Sharad Chhetri; Steve Przesmitzki
Subject: FW: Stalls While Driving (35-40 mph)

FYI

Regards,

C.R. Weber

Christopher R. Weber, Ph.D.M.E.
Supervisor, OBD-II Calibration Development
PD - R&VT - CAPE
✉ mailto:cweber2@ford.com
✉ mailto:3137984757@alphapage.airtouch.com
☎ (313) 32-32377 facsimile
☎ (313) 32-32377 voice

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

From: Brachel, Keith (K.M.)
Sent: Thursday, July 11, 2002 9:17 AM
To: Denton, Michael (M.W.); Fathi, Al (A.); Gonslak, Robert (R.J.); Gong, Jianjie (J.); Ievsaile, Sebastian (S.J.); Kaminska, James (J.); Kim, Hyunsuk (J.); Meissner, Herb (H.T.); Mullarkey, Chris (C.E.); Rothe, David (J.);

Turner, Gordon (S.); Willette, Paul (P.R.); Wilson, Douglas (D.L.); Yamine, Gabriel (G.); Zuker, Paul (P.)
Co: Baumgartner, George (G.K.); Weber, Chris (C.R.); Huck, Dave (D.E.)
Subject: FW: Stalls While Driving (35-40 mph)

Please review this issue on all packages during summer/fall evap testing. U204, Taurus and P207 are seeing RPM dips & stalls during 40 mph decels. Indications are that the A/F ratio shifts very rich (10:1) upon entering evap monitor (CVS closing) and rpm dips/stalls are occurring if this is followed by a decel. Some packages are calibrated to abort out of evap monitor during decels and others allow evap monitor to continue during decels to improve completion frequency.

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

From: Kim, Hyunuk (.)
Sent: Wednesday, July 10, 2002 4:24 PM
To: Austin, James (J.E.); Wilson, Douglas (D.L.); Keliszewski, Mark (M.D.)
Cc: Brachel, Keith (K.M.); King, Brian (B.M.)
Subject: FW: Stalls While Driving (35-40 mph)

Jim, The issue described below for U204 does not apply to 3.0L Ranger since PGM_LOAD_MIN (minimum percent load) and PGM_LD_DT_MX (maximum percent load delta) is cal'd in to abort out of EVAP monitor phase 0 during decel.

However, due to difficulty of monitor completion on the 2.3L Ranger for compliance, PGM_LOAD_MIN was cal'd out. It does have PGM_LD_DT_MX cal'd in. 2.3L Ranger may be susceptible if the transition into decel occurs slowly (letting off the throttle slowly). In any case, the monitor should abort below 40mph. EVAP cruise monitor only runs from 40 to 80mph.

Mark/Doug, can you look into this? Mark, do you have a test vehicle with UEGO installed to look at AFR? Doug, you can use our evap development calibration window to open the entry condition to run purge monitor. Do a decel during Phase 0 and see what AFR does and if monitor aborts. Try slowly letting off the throttle to see if AFR excursion is equivalently low compared to quickly letting off the throttle.

Hyunuk Kim
3.0L Ranger OBD-II Engine Calibration
hkim5@ford.com <<mailto:hkim5@ford.com>> 1-813-38-0068

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

From: Willette, Paul (P.R.)
Sent: Wednesday, July 10, 2002 3:50 PM
To: Kim, Hyunuk (.)
Subject: FW: Stalls While Driving (35-40 mph)

Paul Willette
R&VT-CAPE, Diagnostic Systems
Phases (313)24-04828 Fax (313)794-8778
THE LABS, RD 25, Enoch pwillette@ford.com <<mailto:pwillette@ford.com>>

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

From: Perlick, Don (D.A.)
Sent: Wednesday, June 26, 2002 9:46 AM
To: Willette, Paul (P.R.)
Subject: FW: Stalls While Driving (35-40 mph)

Paul,
What are our entry conditions into the purge monitor?
How do I tell if it's running (specifically in Phase 0)? How do I force it to run? I'm gonna need help from you shortly....!

Regards,
Don Perlick (DPERLICK)
DP207 P/T Calibration

313-59-41111

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

From: Ward, Sheila (S.A.)
Sent: Wednesday, June 26, 2002 8:58 AM
To: Perlick, Don (D.A.)
Subject: FW: Stalls While Driving (35-40 mph)

Gilbert suggested we discuss the purge monitor issue with John Bogema.

Sheila Ward

Sheila Ward, C&P V6 Explorer Calibration
Phone:32-29440
Pager:SWARD3, (313)796-1217

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

From: Bogema, John (P.)
Sent: Thursday, June 20, 2002 1:29 PM
To: Ward, Sheila (S.A.)
Subject: RE: Stalls While Driving (35-40 mph)

Sure.

The current issue that we are investigating involves the OBD-II purge monitor during cruise. After all of the entry conditions have been met for the monitor. (For us greater than 85 hour engine soak, purge above 75%, and vs above 40), the monitor will close the CVS. This closure at steady state speed results in a 10:1 af enrichment on both the U204 and Taurus. If this is coupled with a tip-out, the engine speed has been seen to drop as low as 250 RPM.

We are currently working on a reset state out of the monitor that will trigger on a tip-out to resolve this issue.

I have plenty of data at my desk if you would like to see it. We should probably set up a time since this week has been pretty hectic investigating this very issue.

John P. Bogema

3.0L Escape Calibration Engineering
Phone:313.33.75139
Location:TEE 1AE22
Email:JBOGEMA@FORD.COM

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

From: Ward, Sheila (S.A.)
Sent: Thursday, June 20, 2002 1:21 PM
To: Bogema, John (P.)
Subject: Stalls While Driving (35-40 mph)

John, there seems to be an emerging issue on the 2002 UP207 where customers are experiencing an engine stall while driving (35-40 mph). I don't have all the details yet since we have been unable to retrieve the CQIS reports, but Gilbert mentioned that you may have seen a similar issue related to purge during your development.

I stopped by your desk to discuss, but you were away. Can you please provide some details associated with the Escape issue? Thanks.

Sheila Ward

Sheila Ward, C&P V6 Explorer Calibration

Phone:32-29440

Pager:SWARD3, (313)786-1217

From: Dalbo, Bob (R.J.)
Sent: Friday, July 12, 2002 1:21 PM
To: Paganis, Mike (M.A.)
Cc: John Bogema
Subject: RE: Stalls While Driving (35-40 mph)

John Bogema is on vacation - back next week. I'm sure he can forward the files once he finds your email.

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: Paganis, Mike (M.A.)
Sent: Friday, July 12, 2002 12:08 PM
To: Dalbo, Bob (R.J.)
Subject: RE: Stalls While Driving (35-40 mph)

Thanks for the hard copies Bob. Any chance of getting the electronic files for a more complete picture? I know your engineer is away, but maybe when gets back. I would like to see any signals that were taken with these data files to put together a complete picture and assess risk for our package. I may just go recreate, but if I could save that step I would like to, seeing you already have the data. Thanks!

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

From: Dalbo, Bob (R.J.)
Sent: Friday, July 12, 2002 11:36 AM
To: Paganis, Mike (M.A.)
Subject: RE: Stalls While Driving (35-40 mph)

Mike,

I faxed you 3 RCON plots. Two are from a 3.0L 4V Taurus, one showing the A/F excursion during a 40 MPH roadload when the CVV closes, and the other being a 40 MPH road load followed by a tip-out when the CVV closes. Note that in the case of the tip-out the evap monitor is aborted (CVV reopens) when vehicle speed drops below 40.

The third plot is from a 40 roadload/CVV closure/tip-out on an Escape. This one only shows a dip to 460 RPM, but we have seen dips to 180 RPM. Again the monitor is aborted because the vehicle speed dropped after the tip-out.

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: Paganis, Mike (M.A.)
Sent: Friday, July 12, 2002 9:38 AM
To: Dalbo, Bob (R.J.)
Subject: FW: Stalls While Driving (35-40 mph)

If you get a chance can you send me the data in question please. Thanks!

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

From: Panganis, Mike (M.A.)
Sent: Friday, July 12, 2002 9:37 AM
To: Sapick, Gregory (G.); Weber, Chris (C.R.); Bogema, John (P.); Przesmitzki, Steve (S.V.)
Cc: Ward, Sheila (S.A.); Perlick, Don (D.A.); Willette, Paul (P.R.); Kim, Hyunuk (.); Brachel, Keith (K.M.)
Subject: RE: Stalls While Driving (35-40 mph)

Please forward me a copy of any data on D186. (or the package in question) We can let the data speak.

Slight history as I remember,

PGM_MIN_LOAD set to zero due to aborts of the monitor destroying the completion frequency.

Many, many test trips and vehicles tested, with many drivers with the min load set to zero and not one vehicle stall recorded.

We due go rich upon CVS closure to the order of 11 or 12 :1 depending on the state of the fuel/ambient/level etc.

Greg.

Should be fairly easy to repeat the conditions once the data is reviewed. I would recommend reviewing data, as you suggested, before any task force is initiated.

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

From: Sapick, Gregory (G.)
Sent: Thursday, July 11, 2002 1:32 PM
To: Weber, Chris (C.R.); Bogema, John (P.); Przesmitzki, Steve (S.V.); Panganis, Mike (M.A.)
Cc: Ward, Sheila (S.A.); Perlick, Don (D.A.); Willette, Paul (P.R.); Kim, Hyunuk (.); Brachel, Keith (K.M.)
Subject: RE: Stalls While Driving (35-40 mph)

John,

I see you mentioned D186 as a problem vehicle for stalling in your note below. Steve Przesmitzki and I would really like to see some data from a D186 if you have it. We've been scrutinizing the EVAP monitor on the D186 since 2000MY, and never had an issue with stalls such as you describe. FYI, D186 balls out of the EVAP monitor below 40mph. Are you sure PGM_ST was equal to 0 when you were testing?

This is a 4V D186 right?

Mike,

Do you remember anything like this?

Greg Sapick

OBDII Calibration Development
D186/D219/D296
Phone/Fax: 24-81219 Pager: 313-851-4771

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

From: Weber, Chris (C.R.)
Sent: Thursday, July 11, 2002 11:48 AM
To: Casady, Michael (M.); Geoffrey McInabb; Gladys Soriano; Gregory Sapick; Lawrence Dudley; Nixon, Mary J (M.J.); Richard Clark; Sharad Chhetri; Steve Przemicki
Subject: FW: Stalls While Driving (35-40 mph)

FYI

Regards,

C.R. Weber

Christopher R. Weber, Ph.D.M.E.
Supervisor, OBD-II Calibration Development
PD - R&VT - CAPE
✉ mailto:cweber2@ford.com
✉ mailto:3137864757@alphapage.airtouch.com
☎ (313) 32-32377 facsimile
☎ (313) 32-32377 voice

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

From: Brachel, Keith (K.M.)
Sent: Thursday, July 11, 2002 9:17 AM
To: Denton, Michael (M.W.); Fathi, Al (A.); Genesak, Robert (R.J.); Gong, Jianjie (J.); Ivesalle, Sebastian (S.J.); Kaminske, James (J.); Kim, Hyunsuk (.); Melsener, Herb (H.T.); Mullerkey, Chris (C.E.); Rotha, David (J.); Turner, Gordon (S.); Willette, Paul (P.R.); Wilson, Douglas (D.L.); Yamins, Gabriel (G.); Zuker, Paul (P.)
Cc: Baumgartner, George (G.K.); Weber, Chris (C.R.); Huck, Dave (D.E.)
Subject: FW: Stalls While Driving (35-40 mph)

Please review this issue on all packages during summer/fall evap testing. U204, Taurus and P207 are seeing RPM dips & stalls during 40 mph decels. Indications are that the A/F ratio shifts very rich (10:1) upon entering evap monitor (CVS closing) and rpm dips/stalls are occurring if this is followed by a decel. Some packages are calibrated to abort out of evap monitor during decels and others allow evap monitor to continue during decels to improve completion frequency.

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

From: Kim, Hyunsuk (.)
Sent: Wednesday, July 10, 2002 4:24 PM
To: Austin, James (J.E.); Wilson, Douglas (D.L.); Kleiszewald, Mark (M.D.)
Cc: Brachel, Keith (K.M.); King, Brian (B.M.)
Subject: FW: Stalls While Driving (35-40 mph)

Jim, The issue described below for U204 does not apply to 3.0L Ranger since PGM_LOAD_MIN (minimum percent load) and PGM_LD_DT_MX (maximum percent load delta) is cal'd in to abort out of EVAP monitor phase 0 during decel.

However, due to difficulty of monitor completion on the 2.3L Ranger for compliance, PGM_LOAD_MIN was cal'd out. It does have PGM_LD_DT_MX cal'd in. 2.3L Ranger may be susceptible if the transition into decel occurs slowly (letting off the throttle slowly). In any case, the monitor should abort below 40mph. EVAP cruise monitor only runs from 40 to 80mph.

Mark/Doug, can you look into this? Mark, do you have a test vehicle with UEGO installed to look at AFR? Doug, you can use our evap development calibration window to open the entry condition to run purge monitor. Do a decel during Phase 0 and see what AFR does and if monitor aborts. Try slowly letting off the throttle to see if AFR excursion is equivalently low compared to quickly letting off the throttle.

Hyunsuk Kim
3.0L Ranger OBD-II Engine Calibration
hkim5@ford.com <mailto:hkim5@ford.com> 1-313-39-00988

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

From: Willette, Paul (P.R.)
Sent: Wednesday, July 10, 2002 3:50 PM
To: Kim, Hyunseok (.)
Subject: FW: Stalls While Driving (35-40 mph)

Paul Willette

RAYT-CAPE, Diagnostic Systems

Phone: (313)24-84826 Fax: (313)796-0773

THE 1AB28, RD 28, Email: pwillett@ford.com <<mailto:pwillett@ford.com>>

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

From: Perlick, Don (D.A.)
Sent: Wednesday, June 26, 2002 9:46 AM
To: Willette, Paul (P.R.)
Subject: FW: Stalls While Driving (35-40 mph)

Paul,

What are our entry conditions into the purge monitor?

How do I tell if it's running (specifically in Phase 0)? How do I force it to run? I'm gonna need help from you shortly....!

Regards,

Don Perlick (DPERLICK)

UP207 P/T Calibration

313-59-41111

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

From: Ward, Sheila (S.A.)
Sent: Wednesday, June 26, 2002 8:58 AM
To: Perlick, Don (D.A.)
Subject: FW: Stalls While Driving (35-40 mph)

Gilbert suggested we discuss the purge monitor issue with John Bogema.

Sheila Ward

Sheila Ward, C&P V6 Explorer Calibration

Phone:32-28440

Pager:SWARD3, (313)796-1217

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

From: Bogema, John (P.)
Sent: Thursday, June 20, 2002 1:29 PM
To: Ward, Sheila (S.A.)
Subject: RE: Stalls While Driving (35-40 mph)

Sure.

The current issue that we are investigating involves the OBD-II purge monitor during cruise. After all of the entry conditions have been met for the monitor. (For us greater than 65 hour engine soak, purge above 75%, and vs above 40), the monitor will close the CVS. This closure at steady state speed results in a 10:1 a/f enrichment on both the U204 and Taurus. If this is coupled with a tip-out, the engine speed has been seen to drop as low as 250 RPM.

We are currently working on a reset state out of the monitor that will trigger on a tip-out to resolve this

issue.

I have plenty of data at my desk if you would like to see it. We should probably set up a time since this week has been pretty hectic investigating this very issue.

John P. Bogema

3.0L Escape Calibration Engineering

Phone:313.33.75133

Location:TEE 1AE22

Email:JBOGEMA@FORD.COM

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

From: Ward, Sheila (S.A.)
Sent: Thursday, June 20, 2002 1:21 PM
To: Bogema, John (P.)
Subject: Stalls While Driving (35-40 mph)

John, there seems to be an emerging issue on the 2002 UP207 where customers are experiencing an engine stall while driving (35-40 mph). I don't have all the details yet since we have been unable to retrieve the CQIS reports, but Gilbert mentioned that you may have seen a similar issue related to purge during your development.

I stopped by your desk to discuss, but you were away. Can you please provide some details associated with the Escape issue? Thanks.

Sheila Ward

Sheila Ward, C&P V8 Explorer Calibration

Phone:32-29440

Pager:SWARD3, (313)798-1217

From: Pepitone, Gil (J.)
Sent: Monday, July 15, 2002 6:10 PM
To: Hansen, George (G.C.); Bak, Paul (P.E.); Alasha, Waheed (W.D.); Altoonlan, Don (D.J.); Anyanwu-Ebo, Ike (I.C.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dubovec, Jan (J.D.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hale, Tony (A.S.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Inoue, Takashi (T.); Katinas, Dana (D.J.); Kemerly-Finke, Nikki (K.); King, Robert (R.F.); Klarr, Jerry (G.T.); Kresovaky, Lee (L.P.); Matesa, John (J.); McGee, Brett (B.L.); Miller, Brian (B.J.); Moorhouse, Scott (S.R.); Ofler, John (J.D.); Ondrejko, Rick (R.T.); Pharras, Richard (R.L.); Roncier, Philippe (P.); Shiralehi, Masaru (M.); Smith, Tony (T.R.); Suarez, Rhae (R.); Vecchio, Anne Marie (A.); Yeung, Lem (L.); Johnson, Jim (J.S.); Whitworth, Rudy (A.R.); Bilicki, John (J.R.); Aynasazian, Kam (K.); Bauer, Scott (S.C.); Bhowani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fasoetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); McDonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Koeko, Jeff (J.R.); Kwon, Soon (S.K.); Limlaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marok, Edmond (E.C.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nematollahi, Sonya (S.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Racuepau, Aiden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Stillerbauer, Jeffrey (J.R.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Watach, Bill (B.); Williams, Les (L.H.W.); Yeung, Lem (L.); Benintende, Robert (R.F.); Terzas, Laura (L.D.); Martin, Mike (M.S.); Wexler, Mark (M.A.); Amely, Felix (F.A.); Bradley, Joe (J.C.); Linde, Peter (P.A.); Goering, Kimberly (K.L.); Benintende, Robert (R.F.); Amely, Felix (F.A.); Lee, Pamela (P.F.); mmkae@visteon.com; Hollister, Dave (D.); Ziegler, Brad (B.T.); Stamp, Steven (S.M.); Giordano, Mike (M.A.); Zaghaf, Z. (Z.); Samardzich, Raul (R.J.)
Cc: Noteboom, Jim (J.E.); Pepitone, Gil (J.); DiAngelo, Renaldo (R.); Surti, P. J. (P.J.)
Subject: Collapsing PCV Hose on 2.0L Zetec for Focus and Escape causing Idle Concerns and/or MIL

Executive Summary

2.0L Zetec Applications can have Rolling idle/Idle Stalls and "Check Engine" event due to the collapse of the YS4Z-6758-EA PCV hose. This same hose PN is used on both the Focus and Escape.

This Concern is difficult to diagnose due to the intermittent nature of the failed state. High Idle vacuum causes the softened hose elbow rubber to collapse, which partially blocks airflow to the PCV valve. This restriction alters the calibration of the PCV valve, which allows crankcase airflow at Idle.

The two results are:

- Increased throttle body sludge due to increase oil presence within the zip tube. The resulting TB sludge decreases base idle air flow beyond IAC duty cycle compensation with a resulting Rolling/Hunting Idle.
- PCV airflow at Idle bias the HEGO sensor lean, which the MIL sets a Lean System DTC P0171.

The long term durability of the 2.0L Zetec intake sealing system may also be affected.

TSE/Oasis Communications is recommended.

Please note that this failure mode affects the 2.0L Zetec engine only. Also, this is not involve the "splitting" rubber elbow/vacuum leak issue reported recently.

Background

PCV hose/elbow material issues involving multiple engine applications is currently in investigation. An

Oasis Message describing vacuum leaks which set lean DTCs P0171/P0174 and at the PCV elbow is currently being drafted.

However, there is new failure mode with involves the 2.0L Zetec only, which causes a Drive Concern of Rolling/Hunting Idle and/or MIL on with DTC P0171.

US Virgin Island 2.0L Zetec Escape




One of 23 Escape Units inspected recently was a 2.0L Zetec Escape exhibiting rolling idle. High IAC DC of 48% were observed.

Root cause was a sludge throttle body.

Further inspection revealed that the YS4Z-6758-EA PCV hose was deformed and collapsed at it's elbow area at idle.

Local South Florida 2.0L Zetec Focus'

Recently, local Technicians have alerted PFQS to a growing Concern Trend. The 2000/01 2.0L Zetec Focus have been generating a MIL/DTC of P0171. However, instead of root cause of the above "split rubber elbow" concern as described above (this vacuum leak also affects the 2.0L SPI), the hose would be found collapsed at it's elbow.

  
view of subject's soft elbow. Notice is easily pushed
PCV hose. j... the slight... in. It i...

The Techs state that the setting of this lean DTC was common on the 2.0L Zetec Focus and replacement of this PCV hose resolved the Concern. They learned to inspect this hose due to the other failure scenario cited of rubber failure/splitting, which causes engine vacuum leak.

Investigation

PFQS (Powertrain Field Quality Specialist) pondered how a collapsed PCV hose could set a lean DTC. He then realized a system relationship.

Challenges to this theory are welcome, as are alternate suggestions as to the relationship of the subject collapsed PCV hose and the setting of the MIL with lean DTC P0171.

The PCV valve is normally closed at idle, due to the high idle engine vacuum.

However, if the subject hose is restricted, this changes the ability of the engine's vacuum to fully close the PCV valve at idle. The PCV valve's spring is calibrated to be overcome the application of the high engine idle vacuum.

With diminished idle vacuum volume, the PCV valve remains partially open.

This results in unmetered airflow at idle, as supplied by the crankcase. The HEGO signal is now biased lean. Short Term Fuel Trims are now affected, which in turn sets the Check Engine Light, with the Lean System DTC of P0171 in Memory.

Also, not all of this additional crankcase idle is ingested back into the intake manifold. Some will migrate toward the throttle body and solidify in the form of sludge between the TB plate and bore.

This sludge will reduce the base airflow, increasing the IAC duty cycle. Over time, the IAC is not able to compensate.

The result is low idle airflow, which results in Rolling/Hunting idle.

The effect of idle ingestion of crankcase airflow can adversely affect the intake manifold sealing system. A current example is 1999-2000 3.8L Windstar, in which PCV system improvements are part of the exhibiting

TSB Service actions to resolve intake system leakage.

While not experienced on the above Concern Units, a low base airflows can result in Decell Engine Stalls.

Recommendation

An Oasis Message, both Broadcast and Symptom Code driven, should be generated. A TSB should also be generated, complete with an illustration.

Sample Oasis Message XXXX: 2000-2002 2.0L Zetec Focus, 2001/2002 Escape. Rolling/Hunting Idle and/or Check Engine Light with DTC P0171 may be caused by a soft/collapsed PCV hose, PN YS4Z-6758-EA, located at the Intake manifold/bulkhead side of the engine. Inspect the elbow area for deformities. Note if the hose can easily be squeezed shut and remains in that state. If found, replace and check engine oil condition/change interval. Advise Owner that proper oil change intervals need to be maintained to ensure that oil degradation does not deteriorate rubber components.

PFQS volunteers to assist Engineering in creation of any resulting communications.

Feedback is requested.

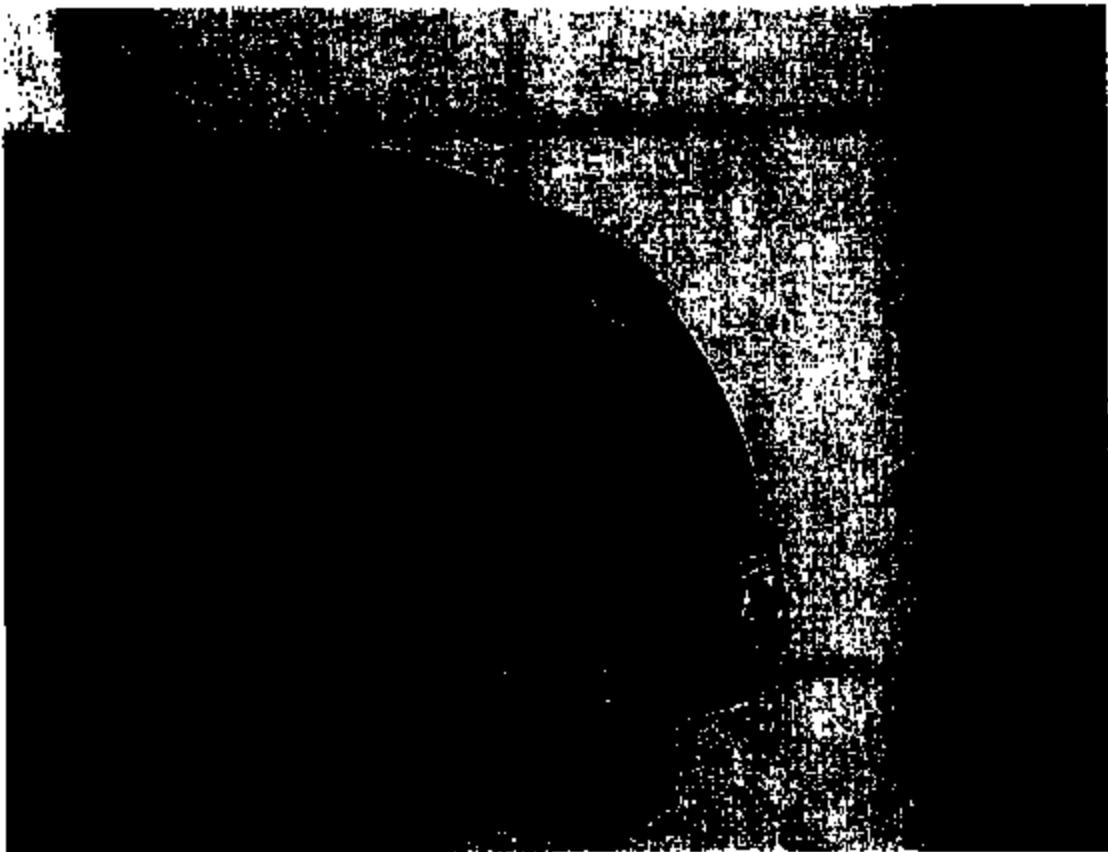
Thank you,
Gil Pepitone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 854-753-8989
Cell Phone 854-242-2068
"With Warranty you are Paying for the Sins of the Past"



Name: Hose is easily pushed in. It is even softer as the hose is hot and has oil vapor in it.jpg



Name: Overview of subject PCV hose.jpg



Name: PCV soft elbow. Note the slight indentation.jpg

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.)" <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: 313-32-31766
> > 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 (50655mi)
- > 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 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 (ax; 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 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: 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: 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.)

> 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: 38.87. %

> 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

■

> 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: 313-32-31786
>>> E-mail: msender6@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.

Trx.

>>

>> 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
>>> 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

>>> 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 Callibration

>>>> 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 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: 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) 24-84947 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 your 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 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: 81-82-287-4803 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 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 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:
- > Mileage: 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:
- > 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-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: 313-32-31786
>>> 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-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 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; 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 < 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

>>>>> 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
> 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: 313-32-31788

>>>>>> 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 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: 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: 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 (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: 81-82-287-4603 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 Callbration
>> Ford Motor Company
>> Phone: 313-32-27307
>> Fax: 313-32-31788
>> 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 (8065mi)

> 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 800 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: 81-82-287-4803 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: 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:

> 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 (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 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: jhoahino@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
>> 2LBA-12A650-BC. Which level is your vehicle essay ?
>> 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 performed 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-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 FLHLVT

>>>> 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: 313-32-31786

>>>>>> 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 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: Bogema, John (P.)
Sent: Friday, July 19, 2002 4:21 PM
To: Dalbo, Bob (R.J.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: TSB Revision

Bill's wording in the concern contains this point.

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, July 17, 2002 4:20 PM
To: John Bogema
Cc: Sanders, Muriel (M.S.)
Subject: FW: TSB Revision

John,
Can we edit this concern to indicate that the calibration must be updated to use this part?

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: Sanders, Muriel (M.S.)
Sent: Wednesday, July 17, 2002 3:13 PM
To: Suarez, Rhae (R.); Price, Martin (M.); Dalbo, Bob (R.J.)
Subject: RE: TSB Revision

Concern C11390555 is for getting the finned pintle for service.

> 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 17, 2002 3:08 PM
To: Sanders, Muriel (M.S.); Price, Martin (M.); Dalbo, Bob (R.J.)
Subject: RE: TSB Revision

basically we need to get the WERS done. So she can release a service part number.

This goes for IAC as well. When I looked up the part number it does not have an equivalent service number yet. But it appears that the part is

released.

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

From: Sanders, Muriel (M.S.)
Sent: Wednesday, July 17, 2002 3:04 PM
To: Suarez, Rhae (R.); Price, Martin (M.); Dalbo, Bob (R.J.)
Subject: RE: TSB Revision

I talked to Rose Bardleben (Dan is out of the office today). She said they can't assign a service number until it is released in WERS and updated in their system. Any suggestions??

> 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 17, 2002 2:13 PM
To: Sanders, Muriel (M.S.); Price, Martin (M.)
Subject: RE: TSB Revision

hmmmmmm..... I think there still will be a "service" part number released. The WERS is always a different number than what is available to the field.

But don't quote me on any of this. I could be wrong too. We'll have to ask Dan Jaster, who is the parts person for Escape.

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

From: Sanders, Muriel (M.S.)
Sent: Wednesday, July 17, 2002 2:10 PM
To: Suarez, Rhae (R.); Price, Martin (M.)
Subject: RE: TSB Revision

I believe that since this calibration was never in production, the part numbers given would be the service numbers. Concern C11390580 requested that service numbers be assigned and these are what were given...

> 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 17, 2002 1:56 PM

To: Sanders, Muriel (M.S.); Price, Martin (M.)
Subject: RE: TSB Revision

shouldn't the PCM numbers be changed as well for service? The part where it mentions to replace the MPC160 module with a service part it should be a XXXZ- part number.

Not the part where you flash it but just the replacing section.

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

From: Sanders, Muriel (M.S.)
Sent: Wednesday, July 17, 2002 12:36 PM
To: Limtiaco, Steven (S.)
Cc: Suarez, Rhae (R.)
Subject: RE: TSB Revision

This TSB includes the finned pintle IAC.

For vehicles with MPC 160s they will get a replaced PCM that includes the modified capacitor. Vehicles with MPC 161s will only get reflashed per the TSB. The new PCM will be added to the ISM for MPC 161 vehicles.

> 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 Limtiaco [mailto:slimtiac@mazdausa.com]
Sent: Wednesday, July 17, 2002 12:31 PM
To: 'Sanders, Muriel (M.S.)'
Cc: 'rsuarez8@ford.com'
Subject: RE: TSB Revision

Muriel,

Does this TSB include all the latest part numbers (especially the IAC valve with finned pintle and PCM with RFI insulated capacitor) we will need to order for service parts?

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, July 17, 2002 8:12 AM

To: Suarez, Rhae (R.)
Cc: Rothweiler, Daniel (D.); Price, Martin (M.); Limtiaco, Steven (S.);
Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Altoonian, Don (D.J.)
Subject: RE: TSB Revision

Rhae, this should be the final draft.

FYI...The differences between this draft and the last one I sent are:
1. I took out the WDS number since it will be in the calibration chart.
2. I changed a couple of part numbers per Marti's request.

<<TSB Revision.doc>>

> Muriel Sanders
> U204 3.0L Calibration
> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander5@ford.com
>
>

From: Dalbo, Bob (R.J.)
Sent: Tuesday, July 09, 2002 3:49 PM
To: Yeung, Lem (.)
Cc: Sanders, Muriel (M.S.); Bob Fasotti; Gilbert Fournelle
Subject: RE: New market issue 14D-16 - B ranked "Engine malfunction during slowing down the vehicle with accelerator off"

This is new news to us. Thanks for the info.

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: Yeung, Lem (.)
Sent: Tuesday, July 09, 2002 7:07 AM
To: Dalbo, Bob (R.J.)
Subject: FW: New market issue 14D-16 - B ranked "Engine malfunction during slowing down the vehicle with accelerator off"

FYI. Were you aware that low voltage resistance spark plug failures could cause stalls?

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

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

From: Kiro, Mie (M.)
Sent: Tuesday, July 09, 2002 4:26 AM

To: Yeung, Lem (.)

Cc: Wanjari, Deowrat (D.); Matsushita, Kohei (K.); Grimes, Jeff (J.R.);

Hale, Tony (A.S.); Goodwin, William (W.R.)

Subject: RE: New market Issue 14D-16 - B ranked "Engine malfunction during slowing down the vehicle with accelerator off"

Yeung-san,

Thank you for the information.

We have received IG coils of another vehicle for investigation.

The condition is similar : engine malfunction resolved by IG coils replacement.

I will send these coils to Goodwin-san, too.

Thank you.

Best regards,

Mie Kino

Duratec Quality Liaison

Ford Powertrain Hiroshima

Phone : 81-82-285-3973 Fax : 81-82-285-3644

Mazda Ext. : 24105

E-mail : mkinou@ford.com

—Original Message—

From: Yeung, Lem (.)

Sent: Monday, July 08, 2002 11:35 PM

To: Kino, Mie (M.)

Cc: Wanjari, Deowrat (D.); Matsushita, Kohei (K.); Grimes, Jeff (J.R.);

Hale, Tony (A.S.); Goodwin, William (W.R.)

Subject: RE: New market Issue 14D-16 - B ranked "Engine malfunction during slowing down the vehicle with accelerator off"

This condition sounds like an issue the Escape "stalls" team is working on. Attached is a one pager describing the problem. Recommendation is to follow the TSB and ISM for the fix. Please have the dealers implement both of these any time a vehicle comes in with a stalls complaint even if the problem cannot be duplicated at that time.

We still want to look at the parts since we know of a boot porosity issue and a possible spark plug low voltage resistance failure. Please send the parts to:

Bill Goodwin
cube DH188
21500 Oakwood Blvd.
Dearborn, Michigan 48124-4081

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

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

From: Kino, Mile (M.)
Sent: Thursday, July 04, 2002 1:49 AM
To: Yeung, Lem (.); Grimes, Jeff (J.R.); Hale, Tony (A.S.)
Cc: Wanjan, Deowrat (D.); Matsushita, Kohel (K.)
Subject: New market issue 14D-16 - B ranked "Engine malfunction during slowing down the vehicle with accelerator off"
Importance: High

Gentlemen,

Please find the following new market issue "14D-16" from Mazda.
To whom should the concerned IG coils & spark plugs be sent back for inspection?
Please advise.

Best regards,

Mie Kino
Duratec Quality Liaison
Ford Powertrain Hiroshima
Phone : 81-82-285-3973 Fax : 81-82-285-3644
Mazda Ext. : 24105
E-mail : mkinou@ford.com

—Original Message—

From: ayukawa.r@mazda.co.jp [mailto:ayukawa.r@mazda.co.jp]
Sent: Wednesday, July 03, 2002 4:20 PM
To: mkinou@ford.com
Subject: New market issue 14D-16 - B ranked "Engine malfunction during slowing down the vehicle with accelerator off"

Kinou-san:

This is to inform you of a new market concern.
Please confirm the information and respond to my request.

Mileage : 22,806 km
Engine # : 740684086

1. Defect Description

Engine malfunction occurred when the customer was slowing down his vehicle with accelerator off.

If things came to the worst, engine stalled.

Those defects occurred when the engine was hot or cold.

2. Investigation Result

Though dealer couldn't confirm engine malfunction, its revolutions were 500 rpm after slowing it down.

After replaced IG coils & spark plugs, they were to be 1000 rpm.

3. Disposal at dealer

Replaced IG coils & spark plugs.

4. Defect vehicle/part

Concerned parts will be handed to Kinou-san on 02/7/14.

5. MC Request

Please investigate concerned parts and clarify root causes.

Best regards,

Ryojiro Ayukawa

Hiroshima PT Inspection Group

Mazda Motor Corporation

Tel:082-282-1111 082-252-5422(Direct)

Fax:082-252-5345 Ext:37318

ryukawa.r@mazda.co.jp

*my e-mail address has been changed

Catalyst Internal EKBI URL References

- OLD hyper link from Catalyst Home Page to EKBI Site now obsolete.
- NEW hyper link to EKBI site now available (Catalyst Home Pages need to be updated).

DESIGN GUIDES	
1	<p>Catalyst Hydrogen Sulfide H₂S Guide</p> <p>OLD: http://www.ctis.ford.com/design_guide/secure/data/9503593.pdf</p> <p>NEW: http://fcwa178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c5180107da9&docbase=edrdoc1</p>
2	<p>Catalyst Internal Part Numbers</p> <p>OLD: http://www.ctis.ford.com/design_guide/secure/data/11092186.pdf</p> <p>NEW: http://fcwa178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c5180107eff&docbase=edrdoc1</p>
3	<p>Catalytic Converter CFD Flow</p> <p>OLD: http://www.ctis.ford.com/design_guide/secure/data/9503596.pdf</p> <p>NEW: http://fcwa178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c5180107db0&docbase=edrdoc1</p>
4	<p>Catalytic Converter Thermocouple Installation Guide</p> <p>OLD: http://www.ctis.ford.com/design_guide/secure/data/11080224.pdf</p> <p>NEW: http://fcwa178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c5180107ee8&docbase=edrdoc1</p>
5	<p>Ceramic Substrate Guide</p> <p>OLD: http://www.ctis.ford.com/design_guide/secure/data/9503626.pdf</p> <p>NEW: http://fcwa178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c5180107dd2&docbase=edrdoc1</p>
6	<p>Metallic Substrate Converter Guide</p> <p>OLD: http://www.ctis.ford.com/design_guide/secure/data/9503611.pdf</p> <p>NEW: http://fcwa178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c5180107dc3&docbase=edrdoc1</p>
7	<p>North America Catalyst Washcoat Technology and Temperature Guide</p> <p>OLD: http://www.ctis.ford.com/design_guide/secure/data/11092577.pdf</p> <p>NEW: http://fcwa178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c5180107f07&docbase=edrdoc1</p>
8	<p>Substrate Support and Seal Guide</p> <p>OLD: http://www.ctis.ford.com/design_guide/secure/data/9503815.pdf</p> <p>NEW: http://fcwa178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c5180107df1&docbase=edrdoc1</p>
DVP&R	
1	<p>Coated Substrate (5P228/5C21 0) DVP</p> <p>OLD: http://www.ctis.ford.com/dvpr/secure/data/2618672.pdf</p> <p>NEW:</p>

		http://fcws178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c51800f9861&docbase=edrdoc1
2	Mat Support (5E244) DVP	OLD: http://www.ctis.ford.com/dvpr/secure/data/2618697.pdf NEW: http://fcws178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c51800f9862&docbase=edrdoc1
3	Seals (V_Z) DVP	OLD: http://www.ctis.ford.com/dvpr/secure/data/2594351.pdf NEW: http://fcws178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c51800f9860&docbase=edrdoc1
4	Thinwall Uncoated (5E274) DVP	OLD: http://www.ctis.ford.com/dvpr/secure/data/2310233.pdf NEW: http://fcws178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c51800f982a&docbase=edrdoc1
5	Uncoated Substrata (Standard wall) (5E274) DVP	OLD: http://www.ctis.ford.com/dvpr/secure/data/2618872.pdf NEW: http://fcws178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c51800f9868&docbase=edrdoc1
6	Wire Mesh Support (A286) (5E244) DVP	OLD: http://www.ctis.ford.com/dvpr/secure/data/2618700.pdf NEW: http://fcws178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c51800f9867&docbase=edrdoc1
7	Wire Mesh Support (W316) (5E244) DVP	OLD: http://www.ctis.ford.com/dvpr/secure/data/2618872.pdf NEW: http://fcws178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicleId=09000c51800f9869&docbase=edrdoc1

From: Mandzuk, Roger (R.S.)

Sent: Monday, July 22, 2002 7:51 AM

To: Dan Young; David Ciardiolo; James Austin; Jeffrey Buick; Jim Ricotta; Mark Kleiszewski; Michelle Maloney; Bob Dalbo; Gilbert Fournelle; John Bogerna; John Matassa; Robert Hurley; Tony Smith; Brad Ross; David May; Hochbaum Jr, Robert (R.D.); Jeff Travis; Kirk Pebley; Putney, Bill (W.); Ray Wakanell; Shimon, Rich (R.L.); Witte Jr, Norman (N.R.); Allen Hewitt Jr.; Donald Perlick; Joe Whitehead; John Gorshak; Michelle Hahn; Robert Stelmaszczak; Shella Ward; Browning, Greg (G.); Jacobsen, Brent (B.A.); Jeff Bobak; Kummer, Tom (T.A.); Matt Barwick; Brian King; Jenny Hart; Kirk Parrish; Matt Dennis; Raymond Heising

Subject: FW: EKBII Migration (Updated URL for Catalyst Design Guides and DVP&R's)

FYI

—Original Message—

From: Scaparo, John (.)

Sent: Thursday, July 18, 2002 4:53 PM

To: Scaparo, John (.); Harris, Jocelyn (J.); Montalbano, Andrew (A.J.); Porter, Charles (C.B.); Valle, Dan (D.J.); Weber, Dave (D.C.); Lu, Jason (J.); Hepburn, Jeffrey (J.S.); Checko, Joseph (J.); Oye, Melissa (M.G.); Albrecht, Michael (M.B.); Tuttle Jr., Richard (R.R.); Sinha, Satyadeo (S.N.); Norman, Shawn (S.D.); Villanueva, Tisha (T.C.); Elamin, Yassir (Y.A.); Kulp, David (D.L.); Liebowitz, Michael (M.L.); Hubbard, Carolyn (C.P.); Zawacki, Garry (G.A.); Cullen, Michael (M.J.); Corey, Jay (J.P.); Raynal, Jeff (J.A.); Sbaschnig, Rich (R.W.); 'ccless@ford.com'

Cc: Hepburn, Jeffrey (J.S.); Gleeghem, Tom (T.A.); Welker, Cindy (C.)

Subject: RE: EKBII Migration (Updated URL for Catalyst Design Guides and DVP&R's)

To help with all the confusion until I can get the Catalyst WEB page updated with the correct URL's I've created a word file with all the hyper links to EKBII for the Design Guides and DVP&R.

Please note updated URL for the "Catalyst Washcoat Temperature Guide".

Dave Kulp (RE: Calibration paper),

Mike Cullen (RE: Calibration Guides),

Mike Liebowitz (RE: Calibration SDS/10-pager)

Jay Corey (RE: MPG R310 testing)

Please note updated URL for the "Thermocouple Installation Guide".

Graig Cless (RE: Heat Management)

Jeff Raynal (RE: DYNO Procedures)

John A. Scaparo

Technical Specialist - Catalyst Internals

GCE - CAPE - Exhaust Aftertreatment and Emission Compliance

780 Town Center Dr. Dearborn, MI 48126, USA

FPC-A, Drop #3, Cube 1AE19

Office: 313.248.9546

E-Mail: jscaparo@ford.com (Outlook: jscaparo)

Catalyst Internal URL: <http://pm1001.foc.ford.com/1342/exhaust/catalyst2.html>
Dept. URL: <http://www.dearborn3.ford.com/1342>

—Original Message—

From: Scaparo, John (.)
Sent: Thursday, July 18, 2002 12:37 PM
To: Harris, Jocelyn (J.); Andrew Montalbano; Chuck Porter; Dan Vaik; Dave Weber; Jason Lu; Jeffrey Hepburn; Joseph Chacko; Melissa Oye; Michael Albrecht; Richard Tuttle Jr; Satyadeo Sinha; Shawn Norman; Tisha Villanueva; Yassir Elamin
Cc: Hepburn, Jeffrey (J.S.); Gleeghem, Tom (T.A.); Welker, Cindy (C.)
Subject: EKBI Migration

FYI

Note. Authors & Users of the Design Guides and DVP&R's, all Guides and DVP&R have been migrated to the new EKBI (www.ekb.ford.com) from EKBI. Not once at the EKB site move your pointer to upper left corner and double click on "EKBI" icon in large bold letters. This will take you into the system.

- ISO Auditors are aware of the EKBI URL changes and migration.
- DFMEA Book will be migrating in August, no time schedule for CETP Book migration because of heavy usage.
- Opportunity to Develop and Manage Engineering Specification (ES's) from the "Specification Book" (move from DOCMAN to EKBI).

What does this means you:

- Design Guides and DVP&R's on the old EKBI data base are no longer valid. User will need to reference the new EKBI system.
- Authors will not be able to update or manage Guides within EKBI. Authors will need to work from the new EKBI system.
- Authors will need to learn the new EKBI system to manage their Guides (Somewhat painful, not straight forward, must learn the system by trial and error).
- All Links referenced to the old EKBI system will need to be updated (Affecting Home Page, SDS, ISO Quality Documents, Bookmarks)
- New URL's are lengthy and cryptic (Significant effort will be required to locate and update reference links, Example CFD Flow Guide
URL: <http://fcws178a.dearborn.ford.com:8081/launchomatic/launch/view.jsp?chronicle/c>
- Catalyst WEB Page updates reflecting new URL (~2week), need to identify new URL for each document with EKBI and coordinate with Jocelyn and Shawn (ISO).

I have updated the following guides, please see me for latest changes or go to the new EKBI system, or wait until I can get the new URL links updated on our WEB page.

- CFD Catalyst Flow Guide
- Catalyst Washcoat Temperature Guide
- Support and Seal Design Guide
- Substrate Design Guide

John A. Scaparo

Technical Specialist - Catalyst Internale

GCE - CAPE - Exhaust Aftertreatment and Emission Compliance

780 Town Center Dr. Dearborn, MI 48128, USA

FPC-A, Drop #3, Cube 1AE19

Office: 313.248.9548

E-Mail: jscaparo@ford.com (Outlook: jscaparo)

Catalyst Internal URL: <http://pe1001.fpc.ford.com/1352/exhaust/catalyst2.html>

Dept. URL: <http://www.dearborn3.ford.com/1342>

From: Fournelle, Gilbert (G.)
Sent: Monday, July 22, 2002 8:53 AM
To: Harrison, Darius (D.A.)
Subject: RE: 2003 Cert Trucks Ready for Motorola Wiring Update

Darius,

The calibration is being released today. I can supply you/APTL with an MCS files at any time.

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231766

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

From: Harrison, Darius (D.A.)
Sent: Friday, July 19, 2002 11:47 AM
To: Jordan, Donald (D.E.); Tahir Hussain (E-mail)
Cc: Fagerman, Todd (T.M.); Nematollahi, Sonya (S.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)
Subject: RE: 2003 Cert Trucks Ready for Motorola Wiring Update

On Thursday afternoon (7/18/02), Tahir was able to supply me with one set of new wiring. I have asked for more parts for the other 3 vehicles.

Even if one vehicle is updated, we still require a reflash of the pcm with the new calibration. Has the new calibration been released?

Darius Harrison
Certification Engineering Department
Environmental and Safety Engineering
Ford Motor Company

Allen Park Test Laboratory
Tel: 313-323-9296
Fax: 313-390-1243
dharr70@ford.com

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

From: Jordan, Donald (D.E.)
Sent: Friday, July 19, 2002 11:01 AM
To: Tahir Hussain (E-mail)
Cc: Fagerman, Todd (T.M.); Nematollahi, Sonya (S.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Harrison, Darius (D.A.); Jordan, Donald (D.E.)
Subject: RE: 2003 Cert Trucks Ready for Motorola Wiring Update

Tahir, as of last night, you were going to get ahold of Darius and arrange to update his vehicle for cert. testing. Have you gotten with him? Please update me.
Thanks,

Donald E. Jordan, P.E.
U204 OPD E/E Systems & EDS
(313) 32-25147
Pager: T (djordan1) or 313-795-4342

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, July 18, 2002 5:55 PM
To: Jordan, Donald (D.E.)

Cc
Subject

Fagerman, Todd (T.M.); Nematollahi, Sonya (S.); Gilbert Fournelle
2003 Cert Trucks Ready for Motorola Wiring Update

Don,

Todd Fagerman at VEE called to say he had installed the Motorola DPFE hardware on and was ready for the wiring update. Please contact him as soon as you can to check out the truck.

I'll be on vacation Friday, so if you need help with this contact Gilbert Fournelle.

Thanks for your help with this.

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

From: Fascetti, Bob (R.J.)
Sent: Monday, September 23, 2002 8:31 AM
To: Terzes, Laura (L.D.); Klarr, Jerry (G.T.); Takasawa, Keith (K.D.); Powers, Ken (K.W.); Dalbo, Bob (R.J.)
Cc: Marianos, Tom (T.E.); Salamon Jr., Peter (P.F.); Hellenga, Jim (J.C.)
Subject: RE: another wds issue? (AFFECTS STALLS FIX Calibration)

I take it that this means that I can report at the NAQPAM today, that the service calibration is available on the Ford products, as well as the Mazda products.

I will assume this, unless otherwise informed...

Bob Fascetti

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

From: Terzes, Laura (L.D.)
Sent: Monday, September 23, 2002 8:26 AM
To: Klarr, Jerry (G.T.); Takasawa, Keith (K.D.); Powers, Ken (K.W.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.)
Cc: Marianos, Tom (T.E.); Salamon Jr., Peter (P.F.); Hellenga, Jim (J.C.)
Subject: FW: another wds issue? (AFFECTS STALLS FIX Calibration)

All: here is status from DSP (Diagnostic Service Planning) re: software work-around to give dealers access to Escape Stall calibration. Tom, how will you notify the dealers to reload B20, and when? Need a little more info. thanks.

Laura,
Pete and Mark want to give Teradyne the week to work on this. I will probably be here on Sunday to help test anything that they can produce.

If by Monday, we are still down, we will have the Dealers reload with B20.

Thanks,

Tom Marianos
ACSG/DSP/WDS PCM Reprogramming
tmarian1@ford.com
Ph.:313-390-5032
Fax: 313-248-4370

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

From: Klarr, Jerry (G.T.)
Sent: Sunday, September 22, 2002 8:53 PM
To: Terzes, Laura (L.D.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Cc: Takasawa, Keith (K.D.); Powers, Ken (K.W.)
Subject: RE: another wds issue? (AFFECTS STALLS FIX Calibration)

How long do you think we are talking about for the software update? Hopefully we are talking early this week.

G. T. Klarr (Jerry)
P/T Chief Engineer, PH: 32-26688/Cube: 1BA45
PDC/MD #205/FAX: 62-18063/gklarr@ford.com

---Original Message---

From: Terzes, Laura (L.D.)
Sent: Friday, September 20, 2002 7:56 AM
To: Fasoetti, Bob (R.J.); Dalbo, Bob (R.J.); Kerr, Jerry (G.T.)
Cc: Takasawa, Keith (K.D.); Powers, Ken (K.W.)
Subject: FW: another wds issue? (AFFECTS STALLS FIX Calibration)

We learned about the inability of the field to access the latest Stalls calibration (released 9/4) via the Tech Hotline and our Field Service Engineers. This is a software issue with WDS, just keeping you up-to-date so we have latest for NAQPAM mtg. on Monday, should the question come up. I don't believe asking the Diagnostic Service Planning activity to go backwards with their releases at the expense of losing other functionality (diagnostic coverage and tools for other veh. lines) is appropriate. Additionally, asking dealers to reload multiple CDs creates confusion and negative feedback. We'll wait for software supplier (Teradyne) update, then decide what to do.

Laura Terzes

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TYC 1JF58
(313) 32-38572 / fax (313) 24-88161 / lterzes.ford.com

---Original Message---

From: Marianos, Tom (T.E.)
Sent: Thursday, September 19, 2002 5:32 PM
To: Terzes, Laura (L.D.); Salamon Jr., Peter (P.F.)
Cc: Suarez, Rhae (R.); Hellenge, Jim (J.C.)
Subject: RE: another wds issue?

Laura,

I believe that Jim Hellenge has explained the situation to you, but I will follow up with this note anyway with a written explanation.

Because, Ford is moving ahead with being able to flash other modules than just the PCM, the WDS database has required the addition of new fields to multiple tables in the database. That in turn meant that the tool that creates our database updates also required an update. Unfortunately, this information was not made known to the person who maintains the tool that creates the update files until a few weeks ago.

The B21 database was frozen about 8 weeks ago, so the data that is contained is 8 weeks old, which means updates to take care of the QSF's handled in B20 are not contained on the B21 CD.

The updates files created by the new update tool result in "testman errors" (what are effectively system crashes).

Our supplier has been working to isolate/fix the problems with the tool, that we can update our dealers with the latest calibration data.

Our options are these:

1. Hold on in hopes that Teradyne will be able to fix the tool issues by tomorrow and will be able to provide the update files to all dealers.

or

2. Ask all dealers to reload the A5 System CD and the B20 Blue CD and proceed from there.

The issues with both options are as follows (although I will probably miss some).

1. If no fix is found by tomorrow, we have lost a few days while try to sort this out, and dealers have been unable to flash vehicles that needed calibrations that are not available on the B21 base CD.

2. If we go back to B20, we lose vehicle and tool coverage that were added content to the B21 CD over what was on B20.

One thing that has been done in case we must go back to B20 is that the required update files are being Starburst to the dealers local FordStar terminal to prevent overloading the satellite system.

This is where we stand.

We really don't want to go backward, but if we need to we will.

Tom Mariano

—Original Message—

From: Terzes, Laura (L.D.)
Sent: Thursday, September 19, 2002 3:28 PM
To: Salamon Jr., Peter (P.F.)
Cc: Mariano, Tom (T.E.); Suarez, Rhea (R.)
Subject: FW: another wds issue?

This is a critical calibration for an Escape Stalls concern ('01, '02 and '03 MYs). Any assistance and explanation you can provide will be helpful. The Escape 3.0L Stalls concern will be covered at a Monday 10/23 (4-6p.m.) North American Quality Planning and Assistance Meeting (NAQPAM). I will be attending. (Frank Ligon is attending 1st time). It would be uncomfortable for VS&P if the inability for WDS to provide this updated cal in the current release were to be mentioned. Can we get this fixed soon? compressed timing?

Laura Terzes

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(318) 32-96572 / fax (318) 24-88161 / lterzes.ford.com

—Original Message—

From: Feacetti, Bob (R.J.)
Sent: Thursday, September 19, 2002 3:01 PM
To: Terzes, Laura (L.D.)
Cc: Dalbo, Bob (R.J.); Klaw, Jerry (G.T.)
Subject: RE: another wds issue?

Laura,

can you personally intervene on this. The calibration is out there and the dealer's can't put it in. We didn't get any answers today at our Stalls meeting.

Anything you can do to help would be greatly appreciated.

Bob F.

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Thursday, September 19, 2002 11:42 AM
To: Terzes, Laura (L.D.); Bob Feacetti
Subject: FW: another wds issue?

Bob/Laura,

Apparently the latest (B21) WDS software doesn't recognize that the stall fix updates exist. The previous version does. We don't yet have an estimate of when this issue will be resolved.

Bob Dalbo

3.0L Calibration Supervisor

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

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

From: Suarez, Rhae (R.)
Sent: Wednesday, September 18, 2002 8:42 AM
To: Price, Martin (M.); Altounian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limitaco, Steven (S.); Rothweiler, Daniel (D.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: FW: another wds issue?

As soon as we get this fixed, can someone please send me a note? Our field people need this information.

Thanks!
Rhae

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

From: Myers, Dan (D.P.)
Sent: Tuesday, September 17, 2002 10:38 PM
To: Suarez, Rhae (R.)
Subject: RE: another wds issue?

Rhae,
Can you let me know when this is fixed? I have 3 more Escapes to update as soon as I can get access to the calibration through WDS B21 or the LAN.

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmyers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Altounian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limitaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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

From: Marianos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhae (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Altounian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limitaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.)
Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

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

—Original Message—

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Atkinson, Don (D.J.); Delbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhae (R.)
Subject: another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2L8A-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Steven Lintiac [SLintiac@mazdausa.com]
Sent: Monday, September 23, 2002 12:04 PM
To: 'rdalbo@ford.com'; 'rsuaraz8@ford.com'; 'gjournal@ford.com'
Subject: FW: Engine Quit EVAPVM check

Gents,

Here's a suggestion for the EVAPVM procedure from Chris, one of our tech specialists. I'm not sure about the "recycle" change, however, I agree with the "return to" change. Should these changes be incorporated into the TSB?

Steve Lintiac
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

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

> From: Chris Capuzzo
> Sent: Monday, September 23, 2002 6:34 AM
> To: Steven Lintiac
> Cc: Dan Rothweiler
> Subject: RE: Engine Quit EVAPVM check

>

> Steve,

>

> Sounds good, but I think that it maybe be worded a little different.
> How

> is this....

>

>

> 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" (Change to "recycle") back to 0% duty cycle while FTP hold's
> at

> (change from hold's at to "return to") approximately 2.6 volts.

>

>

>

> I hope this helps....

>

>

> Chris Capuzzo
> North East Region Technical Specialist
> 732-868-2154 Office
> 732-547-8601 Cell
> 917-464-2358 Fax
> CCAFUZZO@mazdausa.com

>

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

> From: Steven Lintiac

> Sent: Friday, September 20, 2002 6:34 PM
> To: Alan Johnson; Bob Caughill; Bob Kulp; Brett Stierli; Chris
> Capuzzo; Chuck (Charles) Coates; Dan Rothweiler; Dave Pace; Dave
> Scott;
> David Breaux; Ed Stechman; George Golfieri; Henry Limon; Jim Bready;
> John
> Bowers; Kevin Howard; Larry Mooney; Les Hiura; Luis Dangond; Luis
> Rodriguez; Mark Cheavens; Marty Martinez; Mike Allen; Randy Hatzl; Rod
> Bremner; Rod Matheson; Roger Tarver; Tony Antunas; toasado, jose
> Cc: Michael Giblin; Darrel Chin; Chris Risdon
> Subject: Engine Quit EVAPVM check

> To all hotline and technical specialists:

> This is a better procedure for checking the evaporative vapor
> management valve and will replace step 4 in the "updated" bulletin.

> We
> verified the procedure to work in the shop this afternoon.

> If any technicians are having trouble performing the EVAPVM test
> recommended in the current bulletin, please recommend the procedure
> below.

> Steve Lintiac
> Mazda North American Operations
> Tribute Product Support
> 949-442-6514 (phone)
> 949-442-6599 (fax)
> e-mail: slintiac@mazdausa.com

> 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 88°C (190°F)
> . All accessories and the engine cooling fan should be off

> 4. Determine if the Evaporative Vapor Management (EVAPVM)
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with
> part
> number AJ03-18-741A. Verify corrective action then proceed to
Step
> 5.

From: Dalbo, Bob (R.J.)
Sent: Monday, September 23, 2002 4:39 PM
To: Lintiac, Steven (S.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Fournelle, Gilbert (G.)
Subject: RE: Engine Quit EVAPVM check

I have no issue with either of the semantics changes proposed below. I would ask what the delay would be to implement these changes, and whether the value added is worth the delay.

Rhae,
What do you think?

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: Steven Lintiac [mailto:slintiac@mazdausa.com]
Sent: Monday, September 23, 2002 12:04 PM
To: 'rdalbo@ford.com'; 'rsuarez8@ford.com'; 'gfournel@ford.com'
Subject: FW: Engine Quit EVAPVM check

Gents,

Here's a suggestion for the EVAPVM procedure from Chris, one of our tech specialists. I'm not sure about the "recycle" change, however, I agree with the "return to" changes. Should these changes be incorporated into the TSB?

Steve Lintiac
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949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

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

> **From:** Chris Capuzzo
> **Sent:** Monday, September 23, 2002 6:34 AM
> **To:** Steven Lintiac
> **Cc:** Dan Rothweiler
> **Subject:** RE: Engine Quit EVAPVM check

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> I hope this helps....

> Chris Capuzzo
> North East Region Technical Specialist
> 732-868-2154 Office
> 732-547-8601 Cell
> 917-464-2358 Fax
> CCAPUZZO@mazdausa.com

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

> From: Steven Limtiaco
> Sent: Friday, September 20, 2002 6:34 PM
> To: Alan Johnson; Bob Caughill; Bob Kulp; Brett Stierli; Chris
> Capuzzo; Chuck (Charles) Coates; Dan Rothweiler; Dave Pace; Dave
> Scott;
> David Breaux; Ed Stechman; George Golfieri; Henry Limon; Jim Bready;
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> Cc: Michael Giblin; Darrel Chin; Chris Risdon
> Subject: Engine Quit EVAPVM check

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> below.

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> Mazda North American Operations
> Tribute Product Support
> 949-442-6514 (phone)
> 949-442-6599 (fax)
> e-mail: slimtiac@mazdausa.com

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> part
> number AJ03-18-741A. Verify corrective action then proceed to
Step
> 5.

From: Suarez, Rhae (R.)
Sent: Tuesday, September 24, 2002 7:37 AM
To: Dalbo, Bob (R.J.); Lintiac, Steven (S.); Fournelle, Gilbert (G.)
Subject: RE: Engine Quit EVAPVM check

I'll see if the change can be added at the collab step..... I am with you about not delaying the release of the TSB.

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

From: Dalbo, Bob (R.J.)
Sent: Monday, September 23, 2002 4:39 PM
To: Lintiac, Steven (S.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Fournelle, Gilbert (G.)
Subject: RE: Engine Quit EVAPVM check

I have no issue with either of the semantics changes proposed below. I would ask what the delay would be to implement these changes, and whether the value added is worth the delay.

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What do you think?

Bob Dalbo
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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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Steve Lintiac
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

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> From: Chris Capuzzo

> Sent: Monday, September 23, 2002 6:34 AM
> To: Steven Limtiaco
> Cc: Dan Rothweiler
> Subject: RE: Engine Quit EVAPVM check

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> North East Region Technical Specialist
> 732-868-2154 Office
> 732-547-8601 Cell
> 917-464-2358 Fax
> CCAPUZZO@mazdausa.com

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

> From: Steven Limtiaco
> Sent: Friday, September 20, 2002 6:34 PM
> To: Alan Johnson; Bob Caughill; Bob Kulp; Brett Stierli; Chris
> Capuzzo; Chuck (Charles) Coates; Dan Rothweiler; Dave Pace; Dave
Scott;
> David Breaux; Ed Stechman; George Golfieri; Henry Limon; Jim Bready;
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> Bowers; Kevin Howard; Larry Mooney; Les Hiura; Luis Dangond; Luis
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From: Terzes, Laura (L.D.)
Sent: Monday, September 23, 2002 11:50 AM
To: Fascetti, Bob (R.J.); Klarr, Jerry (G.T.); Takasawa, Keith (K.D.); Powers, Ken (K.W.); Dalbo, Bob (R.J.)
Cc: Stiegel, Mark (M.S.); Dorony, Kenneth (K.R.); Salamon Jr., Peter (P.F.); Suarez, Rhae (R.); Marianos, Tom (T.E.)
Subject: RE: another wds issue? (AFFECTS STALLS FIX Calibration)

I just spoke to DSP. You can report the service calibration is available for Ford and Mazda products. The access issue is resolved.

Laura Terzes
Manager, Outfitting Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-38572 / fax (313) 24-88151 / terzes.ford.com

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

From: Fascetti, Bob (R.J.)
Sent: Monday, September 23, 2002 8:31 AM
To: Terzes, Laura (L.D.); Klarr, Jerry (G.T.); Takasawa, Keith (K.D.); Powers, Ken (K.W.); Dalbo, Bob (R.J.)
Cc: Marianos, Tom (T.E.); Salamon Jr., Peter (P.F.); Helfenga, Jim (J.C.)
Subject: RE: another wds issue? (AFFECTS STALLS FIX Calibration)

I take it that this means that I can report at the NAQPAM today, that the service calibration is available on the Ford products, as well as the Mazda products.

I will assume this, unless otherwise informed...

Bob Fascetti

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

From: Terzes, Laura (L.D.)
Sent: Monday, September 23, 2002 8:26 AM
To: Klarr, Jerry (G.T.); Takasawa, Keith (K.D.); Powers, Ken (K.W.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.)
Cc: Marianos, Tom (T.E.); Salamon Jr., Peter (P.F.); Helfenga, Jim (J.C.)
Subject: FW: another wds issue? (AFFECTS STALLS FIX Calibration)

All: here is status from DSP (Diagnostic Service Planning) re: software work-around to give dealers access to Escape Stall calibration. Tom, how will you notify the dealers to reload B20, and when? Need a little more info. thanks.

Laura,
Pete and Mark want to give Teradyne the week to work on this. I will probably be here on Sunday to help test anything that they can produce.

If by Monday, we are still down, we will have the Dealers reload with B20.

Thanks,

Tom Marianos
ACSG/DSP/WDS PGM Reprogramming
tmarian1@ford.com
Ph.:313-390-5032
Fax: 313-248-4370

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

From: Klarr, Jerry (G.T.)
Sent: Sunday, September 22, 2002 8:53 PM
To: Terzas, Laura (L.D.); Fessetti, Bob (R.J.); Dalbo, Bob (R.J.)
Cc: Takasawa, Keith (K.D.); Powers, Ken (K.W.)
Subject: RE: another wds issue? (AFFECTS STALLS FIX Calibration)

How long do you think we are talking about for the software update? Hopefully we are talking early this week.

G. T. Klarr (Jerry)
P/T Chief Engineer: PH: 32-28668/Cube: 1BA45
PDC/MD #205/FAX: 62-18063/gklarr@ford.com

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

From: Terzas, Laura (L.D.)
Sent: Friday, September 20, 2002 7:56 AM
To: Fessetti, Bob (R.J.); Dalbo, Bob (R.J.); Klarr, Jerry (G.T.)
Cc: Takasawa, Keith (K.D.); Powers, Ken (K.W.)
Subject: FW: another wds issue? (AFFECTS STALLS FIX Calibration)

We learned about the inability of the field to access the latest Stalls calibration (released 9/4) via the Tech Hotline and our Field Service Engineers. This is a software issue with WDS, just keeping you up-to-date so we have latest for NAQPAM mtg. on Monday, should the question come up. I don't believe asking the Diagnostic Service Planning activity to go backwards with their releases at the expense of losing other functionality (diagnostic coverage and tools for other veh. lines) is appropriate. Additionally, asking dealers to reload multiple CDs creates confusion and negative feedback. We'll wait for software supplier (Teradyne) update, then decide what to do.

Laura Terzas
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-38572 / fax (313) 24-88181 / lterzas.ford.com

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

From: Marianos, Tom (T.E.)
Sent: Thursday, September 19, 2002 5:32 PM
To: Terzas, Laura (L.D.); Solomon Jr., Peter (P.F.)
Cc: Suarez, Rhea (R.); Hellinga, Jim (J.C.)
Subject: RE: another wds issue?

Laura,
I believe that Jim Hellinga has explained the situation to you, but I will follow up with this note anyway with a written explanation.

Because, Ford is moving ahead with being able to flash other modules than just the PCM, the WDS database has required the addition of new fields to multiple tables in the database. That in turn meant that the tool that creates our database updates also required an update. Unfortunately, this information was not made known to the person who maintains the tool that creates the update files until a few weeks ago.

The B21 database was frozen about 8 weeks ago, so the data that is contained is 8 weeks old, which means updates to take care of the QSF's handled in B20 are not contained on the B21 CD.

The updates files created by the new update tool result in "testman errors" (what are effectively system crashes).

Our supplier has been working to isolate/fix the problems with the tool, that we can update our dealers with the latest calibration data.

Our options are these:

1. Hold on in hopes that Teradyne will be able to fix the tool issues by tomorrow and will be able to provide the update files to all dealers.

or

2. Ask all dealers to reload the A5 System CD and the B20 Blue CD and proceed from there.

The issues with both options are as follows (although I will probably miss some).

1. If no fix is found by tomorrow, we have lost a few days while try to sort this out, and dealers have been unable to flash vehicles that needed calibrations that are not available on the B21 base CD.

2. If we go back to B20, we lose vehicle and tool coverage that were added content to the B21 CD over what was on B20.

One thing that has been done in case we must go back to B20 is that the required update files are being Starburst to the dealers local FordStar terminal to prevent overloading the satellite system.

This is where we stand.

We really don't want to go backward, but if we need to we will.

Tom Marlanos

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

From: Terzes, Laura (L.D.)
Sent: Thursday, September 19, 2002 3:28 PM
To: Salamon Jr., Peter (P.F.)
Cc: Marlanos, Tom (T.E.); Suarez, Rhae (R.)
Subject: FW: another wds issue?

This is a critical calibration for an Escape Stalls concern ('01, '02 and '03 MYs). Any assistance and explanation you can provide will be helpful. The Escape 3.0L Stalls concern will be covered at a Monday 10/23 (4-6p.m.) North American Quality Planning and Assistance Meeting (NAQPAM). I will be attending. (Frank Ligon is attending 1st time). It would be uncomfortable for VS&P if the inability for WDS to provide this updated cal in the current release were to be mentioned. Can we get this fixed soon? compressed timing?

Laura Terzes

Manager, Outfitting Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-96572 / fax (313) 24-86161 / lterzes.ford.com

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

From: Fasoetti, Bob (R.J.)
Sent: Thursday, September 19, 2002 3:01 PM
To: Terzes, Laura (L.D.)
Cc: Dalbo, Bob (R.J.); Klar, Jerry (G.T.)
Subject: RE: another wds issue?

Laura,
can you personally intervene on this. The calibration is out there and the dealer's can't put it in. We didn't get any answers today at our Stalls meeting.

Anything you can do to help would be greatly appreciated.

Bob F.

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, September 19, 2002 11:42 AM
To: Terzes, Laura (L.D.); Bob Fascetti
Subject: FW: another wds issue?

Bob/Laura,
Apparently the latest (B21) WDS software doesn't recognize that the staff fix updates exist. The previous version does. We don't yet have an estimate of when this issue will be resolved.

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, Rhoe (R.)
Sent: Wednesday, September 18, 2002 8:42 AM
To: Price, Martin (M.); Alpoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lirritaco, Steven (S.); Rothweiler, Daniel (D.); Morlanos, Tom (T.E.); Lawler, David (D.A.)
Subject: FW: another wds issue?

As soon as we get this fixed, can someone please send me a note? Our field people need this information.

Thanks!!
Rhoe

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

From: Myers, Dan (D.P.)
Sent: Tuesday, September 17, 2002 10:38 PM
To: Suarez, Rhoe (R.)
Subject: RE: another wds issue?

Rhoe,
Can you let me know when this is fixed? I have 3 more Escapes to update as soon as I can get access to the calibration through WDS B21 or the LAN.

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmvers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Alpoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lirritaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

—Original Message—

From: Marianos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhae (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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Sent: Tuesday, September 17, 2002 12:39 PM
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Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
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DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
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From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Alkonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhae (R.)
Subject: another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2LBA-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Martin 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: Monday, September 23, 2002 4:39 PM
To: Gilbert Fournelle; Hockaday Jr., John (J.C.); John Bogema; John Mateas; Mikota, Dannie (D.P.); Robert Hurley
Subject: FW: another wds issue? (AFFECTS STALLS FIX Calibration)

WDS issue wrt accessing stall fix calibrations has been resolved.

Bob Dalbo

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

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

From: Terzes, Laura (L.D.)
Sent: Monday, September 23, 2002 11:50 AM
To: Fascetti, Bob (R.J.); Karr, Jerry (G.T.); Takasawa, Keith (K.D.); Powers, Ken (K.W.); Dalbo, Bob (R.J.)
Cor: Stiegel, Mark (M.S.); Dorony, Kenneth (K.R.); Salamon Jr., Peter (P.F.); Suarez, Rhoe (R.); Marianos, Tom (T.E.)
Subject: RE: another wds issue? (AFFECTS STALLS FIX Calibration)

I just spoke to DSP. You can report the service calibration is available for Ford and Mazda products. The access issue is resolved.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-36572 / fax (313) 24-88181 / lterzes.ford.com

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

From: Fascetti, Bob (R.J.)
Sent: Monday, September 23, 2002 8:31 AM
To: Terzes, Laura (L.D.); Karr, Jerry (G.T.); Takasawa, Keith (K.D.); Powers, Ken (K.W.); Dalbo, Bob (R.J.)
Cc: Marianos, Tom (T.E.); Salamon Jr., Peter (P.F.); Hellenga, Jim (J.C.)
Subject: RE: another wds issue? (AFFECTS STALLS FIX Calibration)

I take it that this means that I can report at the NAQPAM today, that the service calibration is available on the Ford products, as well as the Mazda products.

I will assume this, unless otherwise informed...

Bob Fascetti

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

From: Terzes, Laura (L.D.)
Sent: Monday, September 23, 2002 8:26 AM
To: Karr, Jerry (G.T.); Takasawa, Keith (K.D.); Powers, Ken (K.W.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.)
Cc: Marianos, Tom (T.E.); Salamon Jr., Peter (P.F.); Hellenga, Jim (J.C.)
Subject: FW: another wds issue? (AFFECTS STALLS FIX Calibration)

All: here is status from DSP (Diagnostic Service Planning) re: software work-around to give dealers access to Escape Stall calibration. Tom, how will you notify the dealers to reload B20, and when? Need a little more info. thanks.

Laura,
Pete and Mark want to give Teradyne the week to work on this. I will probably be here on Sunday to help test anything that they can produce.

If by Monday, we are still down, we will have the Dealers reload with B20.

Thanks,

Tom Marianos
ACSG/DSP/WDS PCM Reprogramming
tmarian1@ford.com
Ph.:313-390-5032
Fax: 313-248-4370

—Original Message—

From: Klarr, Jerry (G.T.)
Sent: Sunday, September 22, 2002 8:53 PM
To: Terzes, Laura (L.D.); Fascetti, Bob (R.J.); Delbo, Bob (R.J.)
Cc: Takasawa, Keith (K.D.); Powers, Ken (K.W.)
Subject: RE: another wds issue? (AFFECTS STALLS FIX Calibration)

How long do you think we are talking about for the software update? Hopefully we are talking early this week.

G. T. Klarr (Jerry)
P/T Chief Engineer: PH: 32-28868/Cube: 1BA45
PDC/MD #205/FAX: 62-18063/gklarr@ford.com

—Original Message—

From: Terzes, Laura (L.D.)
Sent: Friday, September 20, 2002 7:56 AM
To: Fascetti, Bob (R.J.); Delbo, Bob (R.J.); Klarr, Jerry (G.T.)
Cc: Takasawa, Keith (K.D.); Powers, Ken (K.W.)
Subject: FW: another wds issue? (AFFECTS STALLS FIX Calibration)

We learned about the inability of the field to access the latest Stalls calibration (released 9/4) via the Tech Hotline and our Field Service Engineers. This is a software issue with WDS, just keeping you up-to-date so we have latest for NAQPAM mtg. on Monday, should the question come up. I don't believe asking the Diagnostic Service Planning activity to go backwards with their releases at the expense of losing other functionality (diagnostic coverage and tools for other veh. lines) is appropriate. Additionally, asking dealers to reload multiple CDs creates confusion and negative feedback. We'll wait for software supplier (Teradyne) update, then decide what to do.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF66
(313) 82-38672 / fax (313) 24-88181 / lterzes.ford.com

—Original Message—

From: Marianos, Tom (T.E.)
Sent: Thursday, September 19, 2002 5:32 PM
To: Terzes, Laura (L.D.); Salamon Jr., Peter (P.F.)
Cc: Suarez, Rhee (R.); Hollenga, Jim (J.C.)
Subject: RE: another wds issue?

Laura,
I believe that Jim Hollenga has explained the situation to you, but I will follow up with this note anyway with a written explanation.

Because, Ford is moving ahead with being able to flash other modules than just the PCM, the WDS database has required the addition of new fields to multiple tables in the database. That in turn meant that the tool that creates our database updates also required an update. Unfortunately, this information was not made known to the person who maintains the tool that creates the update files until a few weeks ago.

The B21 database was frozen about 8 weeks ago, so the data that is contained is 8 weeks old, which means updates to take care of the QSF's handled in B20 are not contained on the B21 CD.

The updates files created by the new update tool result in "testman errors" (what are effectively system crashes).

Our supplier has been working to isolate/fix the problems with the tool, that we can update our dealers with the latest calibration data.

Our options are these:

1. Hold on in hopes that Teradyne will be able to fix the tool issues by tomorrow and will be able to provide the update files to all dealers.

or

2. Ask all dealers to reload the A5 System CD and the B20 Blue CD and proceed from there.

The issues with both options are as follows (although I will probably miss some).

1. If no fix is found by tomorrow, we have lost a few days while try to sort this out, and dealers have been unable to flash vehicles that needed calibrations that are not available on the B21 base CD.

2. If we go back to B20, we lose vehicle and tool coverage that were added content to the B21 CD over what was on B20.

One thing that has been done in case we must go back to B20 is that the required update files are being Starburst to the dealers local FordStar terminal to prevent overloading the satellite system.

This is where we stand.

We really don't want to go backward, but if we need to we will.

Tom Marianos

—Original Message—

From: Terzo, Laura (L.D.)
Sent: Thursday, September 19, 2002 3:28 PM
To: Salomon Jr., Peter (P.F.)
Cc: Marianos, Tom (T.E.); Suarez, Rhea (R.)
Subject: FW: another wds issue?

This is a critical calibration for an Escape Stalls concern ('01, '02 and '03 MY's). Any assistance and explanation you can provide will be helpful. The Escape 3.0L Stalls concern will be covered at a Monday 10/23 (4-6p.m.) North American Quality Planning and Assistance Meeting (NAQPAM). I will be attending. (Frank Ligon is attending 1st time). It would be uncomfortable for VS&P if the inability for WDS to provide this updated cal in the current release were to be mentioned. Can we get this fixed soon? compressed timing?

Laura Terzo

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58

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

From: Fascetti, Bob (R.J.)
Sent: Thursday, September 19, 2002 3:01 PM
To: Terzes, Laura (L.D.)
Cc: Dalbo, Bob (R.J.); Klarr, Jerry (G.T.)
Subject: RE: another wds issue?

Laura,
can you personally intervene on this. The calibration is out there and the dealer's can't put it in. We didn't get any answers today at our Stalls meeting.

Anything you can do to help would be greatly appreciated.

Bob F.

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, September 19, 2002 11:42 AM
To: Terzes, Laura (L.D.); Bob Fascetti
Subject: FW: another wds issue?

Bob/Laura,
Apparently the latest (B21) WDS software doesn't recognize that the stall fix updates exist. The previous version does. We don't yet have an estimate of when this issue will be resolved.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 785-2859 Email: rdalbo@ford.com

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

From: Suarez, Rhae (R.)
Sent: Wednesday, September 18, 2002 8:42 AM
To: Price, Martin (M.); Altonian, Don (D.L.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaca, Steven (S.); Rothweiler, Daniel (D.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: FW: another wds issue?

As soon as we get this fixed, can someone please send me a note? Our field people need this information.

Thanks!!
Rhae

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

From: Myers, Dan (D.P.)
Sent: Tuesday, September 17, 2002 10:38 PM
To: Suarez, Rhae (R.)
Subject: RE: another wds issue?

Rhae,
Can you let me know when this is fixed? I have 3 more Escapes to update as soon as I can get access to the calibration through WDS B21 or the LAN.

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

drivers4@ford.com

Cell 563-506-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Suarez, Rhee (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limitaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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

From: Marlanos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhee (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhee (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limitaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.)
Cc: Myers, Dan (D.P.); Marlanos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

Rhee M. Suarez

Rhee Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-82-23344 Pager: 313-798-6242
Fax: 313-83-78337
Email: rsuarez@ford.com

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

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limitaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhee (R.)
Subject: another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2L8A-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Marti Price

Cleveland Engine Specialist, DSC 1 #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhae (R.)
Cc: Price, Martin (M.); Alkonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhae,
FYI

I just updated my WDS with B21.1A from the LAN and it still won't allow me to update 3.0L Escapes to the latest level. It is stating that the 2L8A-AA calibration (what is currently in the vehicle) is the latest level for the 2002 Escape. Not the 2U7A-CZB that I was able to download from WDS version B20.12 last week. How can I get a copy of the calibrations (for 01-03) on disc so I won't have to reschedule any more vehicles?

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmyers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Alkonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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

From: Marianos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhae (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Alkonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.)
Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

Rhae M. Suarez

Rhys 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

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

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Alcornian, Don (D.L.); Dalbo, Bob (R.L.); Fournelle, Gilbert (G.); Umbaoc, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhys (R.)
Subject: another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2L8A-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 callibrations are ok. I did not check 2003's.

Mart 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: Tuesday, September 24, 2002 8:07 PM
To: Marianos, Tom (T.E.); Jordon, LeBron (L.)
Cc: Terzes, Laura (L.D.); Bob Fascetti
Subject: FW: another wds issue?

LeBron/Tom,
Do we still have a WDS issue?

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: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhee (R.)
Cc: Price, Martin (M.); Albonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhee,
FYI

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Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmvers4@ford.com

Cell 563-505-8002
Office 563-289-9991
Fax 563-289-1364

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

From: Suarez, Rhee (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Albonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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

From: Marianos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhee (R.)

Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Alcornian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.)
Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tributs / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-795-6242
Fax: 313-39-78337
Email: rsuarez8@ford.com

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

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Alcornian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhae (R.)
Subject: another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2L8A-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Marlanos, Tom (T.E.)
Sent: Wednesday, September 25, 2002 7:38 AM
To: Dalbo, Bob (R.J.)
Subject: RE: another wds issue?

We appear to have everything back up and running.

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, September 24, 2002 6:07 PM
To: Marlanos, Tom (T.E.); Jordan, LeBron (L.)
Cc: Terzes, Laura (L.D.); Bob Fascetti
Subject: FW: another wds issue?

LeBron/Tom,
Do we still have a WDS issue?

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: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhae (R.)
Cc: Price, Martin (M.); Alkonien, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limitaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhae,
FYI

I just updated my WDS with B21.1A from the LAN and it still won't allow me to update 3.0L Escapes to the latest level. It is stating that the 2L8A-AA calibration (what is currently in the vehicle) is the latest level for the 2002 Escape. Not the 2U7A-CZB that I was able to download from WDS version B20.12 last week. How can I get a copy of the calibrations (for 01-03) on disc so I won't have to reschedule any more vehicles?

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmvrs4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Alkonien, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limitaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)

Subject: FW: another wds issue?

FYI -

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

From: Marianos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhae (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Murtel (M.S.)
Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

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: 313-796-8242
Fax: 313-33-78337
Email: rsuarez2@ford.com

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

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Murtel (M.S.); Suarez, Rhae (R.)
Subject: another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2L8A-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Martin Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Noteboom, Jim (J.E.)
Sent: Wednesday, September 25, 2002 10:21 AM
To: Myers, Dan (D.P.)
Cc: Alkonian, Don (D.J.); Dalbo, Bob (R.J.); Hansen, George (G.C.); Miller, Brian (B.J.); Suarez, Rhae (R.); Wakenell, Ray (R.A.)
Subject: RE: another wds issue?

Thanks; per the Escape QRT it should be fixed? this week.

Jim Noteboom
Powertrain Field Quality Specialist/Denver
Phone: 303.674.4015 FAX: 303.674.5730
Cell: 303.921.2078

—Original Message—

From: Myers, Dan (D.P.)
Sent: Wednesday, September 25, 2002 7:17 AM
To: Noteboom, Jim (J.E.)
Subject: FW: another wds issue?

Jim,
FYI still having issues (with WDS) downloading the latest Escape cal.

—Original Message—

From: Myers, Dan (D.P.)
Sent: Wednesday, September 25, 2002 6:14 AM
To: Colarossi, Anthony (A.); Dionisi, Anthony (A.J.); Dominz, John (J.J.); Hammack, Dan (D.W.); Hayduk, Mark (M.S.); Hecker, Thomas (T.P.); Howe, Brian (B.T.); Kultz, Gordie (G.); Peeler, Tom (T.H.); Sorensen, Lynn (L.L.); Trower, Ron (R.D.); Cox, David (D.M.); Cristoff II, Donald (D.A.)
Cc: Lovelace, Maria (M.E.)
Subject: FW: another wds issue?

Guy's

Does anyone know how to download calibrations on to a floppy disc (or CD) from the web? As you can see from my note below the updated Escape calibrations aren't accessible with the latest WDS software. Still not sure if the download will work since WDS doesn't recognize the need for an update.

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmyers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

—Original Message—

From: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 5:02 PM
To: Suarez, Rhae (R.)
Cc: Price, Martin (M.); Alkonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Murtel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhae,

FYI

I just updated my WDS with B21.1A from the LAN and it still won't allow me to update 3.0L Escapes to the latest level. It is stating that the 2L8A-AA calibration (what is currently in the vehicle) is the latest level for the 2002 Escape. Not the 2U7A-GZB that I was able to download from WDS version B20.12 last week. How can I get a copy of the calibrations (for 01-03) on disc so I won't have to reschedule any more vehicles?

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmvers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Suarez, Rhee (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Altonian, Dan (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintiac, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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

From: Marianos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhee (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhee (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Altonian, Dan (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintiac, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.)
Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

Rhee M. Suarez

Rhee 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: 313-786-6242
Fax: 313-33-78337
Email: rsuarez1@ford.com

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

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM

To: Altonian, Don (D.L.); Deibo, Bob (R.L.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Murtel (M.S.); Suarez, Rhae (R.)
Subject: another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2LBA-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Matt Price

Cleveland Engine Specialist, DSCI #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Marianos, Tom (T.E.)
Sent: Wednesday, September 25, 2002 10:26 AM
To: Salamon Jr., Peter (P.F.); Dalbo, Bob (R.J.); Suarez, Rhea (R.); Terzes, Laura (L.D.);
Stiegel, Mark (M.S.); Fascetti, Bob (R.J.)
Cc: Jordan, LeBron (L.); Judson, Roger (R.); Dorony, Kenneth (K.R.); Tieman, Paul (P.D.);
Price, Martin (M.); Alconian, Don (D.J.); Fournelle, Gilbert (G.); Lintiacco, Steven (S.);
Rothweller, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

OK everyone, here is what has happened.

We had a an update for U204 in early August covered by white paper 1891, where a series of service fix part numbers replaced previous running change releases.

We chained all of those together the running changes with the service fixes and released to the field as we were authorized to do.

The very next week, the newly released calibrations were found to create a surge issue, so we were asked by Powertrain to immediately unchain the new from the old. Which we did.

In late August/Early September, white paper 1921 was released, which replaced the first service release calibrations with a new one. We then made our updates and released to the field.

In the process of updating, the 1921 white paper never referenced the previous running calibrations so the chaining of the production calibrations to the service fixes was not made.

We can fix this in In B21.3 later this week.

This may sound confusing, so let me try to make more simple.

1. Let's say you have calibration A and you replace it wit calibration B, so

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so you have a stand alone A and a stand alone B (that is not flashable now).

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3. Now Calibration C comes out and we are told that it replaces Calibration B, so you now have:

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C is the latest.

In this case, we were not told to point Cal A at Cal C.

We will fix this week, but this is how we got to this point.

I hope that this explains it all.

If you have any questions, feel free to ask.

Tom

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

From: Salamon Jr., Peter (P.F.)
Sent: Wednesday, September 25, 2002 8:41 AM
To: Marianne, Tom (T.E.); Judson, Roger (R.)
Cc: Tierman, Paul (P.D.); Jordan, LeBron (L.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?
Importance: High

Tom / Roger,

I thought that all was OK with the Escape, including instructions to the hotline and the field on how to load the software. Have you heard of any concerns in the field? Is this a one-off?

Regards,
Peter

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

From: Terzes, Laura (L.D.)
Sent: Wednesday, September 25, 2002 8:25 AM
To: Salamon Jr., Peter (P.F.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?

Someone pls. confirm and respond on status.

Laura Terzes

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF56
(313) 32-36672 / fax (313) 24-88161 / lterzes.ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, September 24, 2002 6:07 PM
To: Marianne, Tom (T.E.); Jordan, LeBron (L.)
Cc: Terzes, Laura (L.D.); Bob Fascetti
Subject: FW: another wds issue?

LeBron/Tom,
Do we still have a WDS issue?

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: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhea (R.)
Cc: Price, Martin (M.); Alkoenler, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lindaco, Steven (S.); Rothweiser, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhea,
FYI

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Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmymers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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

From: Marlanca, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhae (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.)
Cc: Myers, Dan (D.P.); Marlanca, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 2.1 yet in order to help a customer out. We need to fix this ASAP.

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PYT & Field Support / FGSD
DSC # (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-92-23344 Pager: 313-798-8242
Fax: 313-33-78337
Email: rsuarez8@ford.com

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

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel

Subject: (M.S.); Suarez, Rhae (R.)
another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2L8A-AD does not show to update to 2U7A-CZB, in fact 2U7A-GZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Matti Price

Cleveland Engine Specialist, D8C I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Marianos, Tom (T.E.)
Sent: Wednesday, September 25, 2002 10:38 AM
To: Myers, Dan (D.P.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintlaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.); Suarez, Rhae (R.)
Subject: RE: another wds issue?

Dan,
I understand the issues and we will fix this ASAP with a B21.3 Update, but I have another question.

Can you go back and verify the part number in the PCM. 2L8A-AA should not be recognized by WDS. It was never WERS released, and should not be in the field.

Thanks,

Tom Marianos
ACSG/DSP/WDS PCM Reprogramming
tmarian1@ford.com
Ph: 313-390-5032
Fax: 313-248-4370

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

From: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhae (R.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintlaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

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FYI

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Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dm Myers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

From: Fascetti, Bob (R.J.)
Sent: Wednesday, September 25, 2002 10:40 AM
To: Dalbo, Bob (R.J.)
Subject: RE: another wds issue?

Between you and me, I think this is might be stretching it a little.

—Original Message—

From: Merlano, Tom (T.E.)
Sent: Wednesday, September 25, 2002 10:26 AM
To: Salomon Jr., Peter (P.F.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Terzes, Laura (L.D.); Siegel, Mark (M.S.); Fascetti, Bob (R.J.)
Cc: Jordan, LeBron (L.); Judson, Roger (R.); Dorony, Kenneth (K.R.); Tieman, Paul (P.D.); Price, Martin (M.); Alconeri, Don (D.J.); Fournelle, Gilbert (G.); Umliaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

OK everyone, here is what has happened.

We had a an update for U204 in early August covered by white paper 1891, where a series of service fix part numbers replaced previous running change releases.

We chained all of those together the running changes with the service fixes and released to the field as we were authorized to do.

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In the process of updating, the 1921 white paper never referenced the previous running calibrations so the chaining of the production calibrations to the service fixes was not made.

We can fix this in B21.3 later this week.

This may sound confusing, so let me try to make more simple.

1. Let's say you have calibration A and you replace it with calibration B, so

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2. A problem is found and now we are told to change our logic to:

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In this case, we were not told to point Cal A at Cal C.

We will fix this week, but this is how we got to this point.

I hope that this explains it all.

If you have any questions, feel free to ask.

Tom

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From: Salamon Jr., Peter (P.F.)
Sent: Wednesday, September 25, 2002 8:41 AM
To: Marianos, Tom (T.E.); Judson, Roger (R.)
Cc: Tiernan, Paul (P.D.); Jordan, LeBron (L.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?
Importance: High

Tom / Roger,

I thought that all was OK with the Escape, including instructions to the hotline and the field on how to load the software. Have you heard of any concerns in the field? Is this a one-off?

Regards,
Pete

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

From: Terzes, Laura (L.D.)
Sent: Wednesday, September 25, 2002 8:25 AM
To: Salamon Jr., Peter (P.F.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?

Someone pls. confirm and respond on status.

Laura Terzes

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

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, September 24, 2002 6:07 PM
To: Marianos, Tom (T.E.); Jordan, LeBron (L.)
Cc: Terzes, Laura (L.D.); Bob Pascetti
Subject: FW: another wds issue?

LeBron/Tom,
Do we still have a WDS issue?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rbdalbo@ford.com

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

From: Myers, Dan (D.P.)

Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhae (R.)
Cc: Price, Martin (M.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhae,
FYI

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Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmyers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhae (R.)
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Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
D8C II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101

Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: zsuares8@ford.com

—Original Message—

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhae (R.)
Subject: another wds issue?

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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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, September 25, 2002 11:30 AM
To: Noteboom, Jim (J.E.)
Subject: RE: another wds issue?

Yep, the issue is finally pinned down (see attached note).

: another wds issue

Mazda has been reloading B20.12 into WDS to work around this issue.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rldalbo@ford.com

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

From: Noteboom, Jim (J.E.)
Sent: Wednesday, September 25, 2002 10:21 AM
To: Myers, Dan (D.P.)
Cc: Alkoonian, Don (D.J.); Dalbo, Bob (R.J.); Hansen, George (G.C.); Miller, Brian (B.J.); Suarez, Phae (R.); Wakonell, Ray (R.A.)
Subject: RE: another wds issue?

Thanks; per the Escape QRT it should be fixed? this week.

Jim Noteboom
Powertrain Field Quality Specialist/Denver
Phone: 303.874.4015 FAX: 303.874.5730
Cell: 303.921.2078

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

From: Myers, Dan (D.P.)
Sent: Wednesday, September 25, 2002 7:17 AM
To: Noteboom, Jim (J.E.)
Subject: FW: another wds issue?

Jim,
FYI still having issues (with WDS) downloading the latest Escape cal's.

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

From: Myers, Dan (D.P.)
Sent: Wednesday, September 25, 2002 8:14 AM
To: Colarossi, Anthony (A.); Olorial, Anthony (A.J.); Domka, John (J.J.); Hamunack, Dan (D.W.); Hayduk, Mark (M.S.); Hacker, Thomas (T.P.); Howe, Brian (B.T.); Keltz, Gordie (G.); Peeler, Tom (T.H.); Sorenson, Lynn (R.L.); Trower, Ron (R.D.); Cox, David (D.M.); Christoff II, Donald (D.A.)
Cc: Lovelace, Merle (M.E.)
Subject: FW: another wds issue?

Guy's
Does anyone know how to download calibrations on to a floppy disc (or CD) from the web? As you can see from my note below the updated Escape calibrations aren't accessible with the latest WDS software. Still not sure if the download will work since WDS doesn't recognize the need for an update.

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmyers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 5:02 PM
To: Suarez, Rhea (R.)
Cc: Price, Martin (M.); Alkonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

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Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmyers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Alkonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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To: Suarez, Rhea (R.)
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To: Price, Martin (M.); Altonian, Don (D.J.); Deibo, Bob (R.L.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.)
Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
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Rhac M. Suarez

Rhac 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: 313-706-6242
Fax: 313-33-78337
Email: rsuarez28@ford.com

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

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Altonian, Don (D.J.); Deibo, Bob (R.L.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhac (R.)
Subject: another wds issue?

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Martin Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Marianos, Tom (T.E.)
Sent: Wednesday, September 25, 2002 10:26 AM
To: Salamon Jr., Peter (P.F.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Terzes, Laura (L.D.); Stiegel, Mark (M.S.); Fascetti, Bob (R.J.)
Cc: Jordan, LeBron (L.); Judson, Roger (R.); Dorony, Kenneth (K.R.); Tieman, Paul (P.D.); Price, Martin (M.); Altoonlan, Don (D.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

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1. Let's say you have calibration A and you replace it with calibration B, so

A \Rightarrow B

2. A problem is found and now we are told to change our logic to:

A does not go to B

so you have a stand alone A and a stand alone B (that is not flashable now).

A Stand alone

B Stand alone (although not flashable)

3. Now Calibration C comes out and we are told that it replaces Calibration B, so you now have:

A stand alone

B \Rightarrow C

C is the latest.

In this case, we were not told to point Cal A at Cal C.

We will fix this week, but this is how we got to this point.

I hope that this explains it all.

If you have any questions, feel free to ask.

Tom

—Original Message—

From: Salamon Jr., Peter (P.F.)
Sent: Wednesday, September 25, 2002 8:41 AM
To: Marianos, Tom (T.E.); Judson, Roger (R.)
Cc: Tieman, Paul (P.D.); Jordan, LeBron (L.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?
Importance: High

Tom / Roger,

I thought that all was OK with the Escape, including instructions to the hotline and the field on how to load the software. Have you heard of any concerns in the field? Is this a one-off?

Regards,
Pats

—Original Message—

From: Terzes, Laura (L.D.)
Sent: Wednesday, September 25, 2002 8:25 AM
To: Salamon Jr., Peter (P.F.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?

Someone pls. confirm and respond on status.

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: Dalbo, Bob (R.J.)
Sent: Tuesday, September 24, 2002 6:07 PM
To: Marianos, Tom (T.E.); Jordan, LeBron (L.)
Cc: Terzes, Laura (L.D.); Bob Fascetti
Subject: FW: another wds issue?

LeBron/Tom,
Do we still have a WDS issue?

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: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhoe (R.)
Cc: Price, Martin (M.); Alzonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhoe,
FYI

I just updated my WDS with B21.1A from the LAN and it still won't allow me to update 3.0L Escapes to the latest level. It is stating that the 2L8A-AA calibration (what is currently in the vehicle) is the latest level for the 2002 Escape. Not the 2U7A-CZB that I was able to download from WDS version B20.12 last week. How can I get a copy of the calibrations (for 01-03) on disc so I won't have to reschedule any more vehicles?

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmyers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1384

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

From: Suarez, Rhee (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Alkorian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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

From: Marianos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhee (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhee (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Alkorian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.)
Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

Rhee M. Suarez

Rhee Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-28344 Pager: 313-798-8242
Fax: 313-33-78837
Email: rsuarez8@ford.com

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

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Alkorian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel

Subject: (M.S.); Suarez, Rhoe (R.)
another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2LBA-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Marti Price

Cleveland Engine Specialist, DSCI #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Suarez, Rhae (R.)
Sent: Wednesday, September 25, 2002 2:28 PM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Corbett, Sandra (S.M.); Hansen, George (G.C.)
Co: Lintiacco, Steven (S.)
Subject: FW: PCM P/W for Tribute Engine Staff

Importance: High

Here is the info I gave Steve Lintiacco (Mazda) for Ford Service calibration part number for Mazda Tribute application.

SERVICE PART: 1U7Z- 12A650-AYD___ MODULE - ENGINE CONTROL -
EEC V
ENGINEERING PART: 1U7A 12A650 AYDMR_____ ORIGIN: PAFD
SUPPLIER LOC: FINIS:
4459907
Vendor Part: Fam Buy:
Motorcraft Part: Prime Suplr: 2020A
Comparable Part: Packager Cd:
Replaced Part: 1U7Z- 12A650-AYA Mat Content:
Replacing Part: Ship Mlt:
0
Buyer: 8V1 CHRIS MCCARTHY NBA Phone:
734-266-9754
Demand Analyst: 9ZG ALEX DUTCHESHEN NDA Phone:
734-458-0167
Prod Analyst: 301 TERRY SUETTERLIN (AGENCY) NPA Phone:
734-52-35649
Price Analyst: 180 DARLA JOHNSON-ALLEN Profs ID:
Color Name: Pallet Qty:
0
Pnd Obs: Svc Disp: Unit Issue: 1 Overpack Qty:
0
Obs Not: Mech Ob Cd: Trfc Cd: 125 Max Ord Qty:
0
Obs Eff: Procure Cd: 4 Hvy Trk App/Cd: 2 / Min Run Qty:
0
Eff In: 09/19/02 Rlse Hld: N Fab/Hold: N Min Ship Qty:
0
Eff Out: Final Rlse: N Wgt UOM: Package Wgt:
0.00
Ord Dte: 09/19/02 Spec Pgm: N Dir Ship: D Standard Cst:
0.00
Comdty: 031401 Volume Grp: Rack/Plt: Dealer Net:
0.00
F1=Help F2=GIMA F4=PrvPart F5=NxtPart F6=PIGA F9=DEEA F10=HIIA
F11=ARFA

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

From: Steven Lintiac [mailto:SLintiac@mazdausa.com]
Sent: Thursday, September 19, 2002 7:04 PM
To: 'rsuarez88@ford.com'
Cc: Mike Clark
Subject: PCM P/# for Tribute Engine Stall
Importance: High

Rhae,

I need another favor... Could you give Sam Ferrise my parts guy's contact information so they can work together to figure out the PCM service p/#'s?
Here it is:

David Liechti
734-782-7609
dliechti@mazdausa.com

The Mazda service calibration p/# is 1U7A-12A650-AYD according to the white papers. Thanks,

Steve Lintiac
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

From: Corlew, Randall (R.L.)
Sent: Wednesday, September 25, 2002 6:05 PM
To: Dalbo, Bob (R.J.)
Cc: Danluk Sr., John (J.J.); Belote, Paul (P.S.)
Subject: FW: Escape stall calibration

Bob,

I just called the hotline and got this e-mail that advises us that we still have a concern with the Escape calibration. The reason for the call to the Hotline was that some of my techs have called me with a concern about the calibration #'s. The latest update that is loading is 28LA-12A850-AD. This does not appear to be correct and also does not agree with the latest ISM. The problem is somewhat outlined in the note attached. (confusing).

My questions:

Is 21.3 really going to fix this?

I have service managers that don't want to hear it anymore that we have the fix this time. Please let me know, customer's are getting angry and dealership employees are laughing at us.

Please help.

My cell phone 724-910-3458.

Thank you,

Randy Corlew

Ford Motor Company
FSE-Pittsburgh Region

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

From: Dow, Winthrop (W.)
Sent: Wednesday, September 25, 2002 5:08 PM
To: Corlew, Randall (R.L.)
Subject: FW: Escape stall calibration

Win Dow
Service Engineer
Ford Tech. Hotline
DSCI 1700 Fairlane Drive
Allen Park, MI 48101
(313) 317-9292
<wdow@ford.com>

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

From: Price, Martin (M.)
Sent: Wednesday, September 25, 2002 10:35 AM
To: Avery, Kevin (K.); Barnes, Andrew (A.); Brugger, Thomas (T.); Chacon, Jose (J.); Comeau, Sylvain (S.); Cruz, Jose (J.); Dow, Winthrop (W.); Girard, Mario (M.); Helmsner, Blake (B.M.); Hight, Stanley (S.); Huspen, Timothy (T.F.); Knoll, Alexander (A.); Koths, Robert (R.P.); Krain, Bradley (B.); Kunst, Christopher (C.); Loh, Chou (C.); Mentgen, Keith (K.); Muefler, John; Owens, Jonathan (J.); Perriton, Caleb (C.); Price, Martin (M.); Roussel, Stephane (S.); Schmidt, Matthew (M.); Schmitt, Michael (M.); Stegemann, Rolf (R.S.); Ulinzoff, Ben (B.)
Subject: Escape stall calibration

Here is all you need to know. This should clear up any questions. But please feel free to ask if this isn't clear.

Mark Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

—Original Message—

From: Marfanos, Tom (T.E.)
Sent: Wednesday, September 25, 2002 10:26 AM
To: Salomon Jr., Peter (P.F.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Terzes, Laura (L.D.); Stegel, Mark (M.S.); Fascetti, Bob (R.J.)
Cc: Jordan, LeBron (L.); Judson, Roger (R.); Dorony, Kenneth (K.R.); Tlaman, Paul (P.D.); Price, Martin (M.); Altoonari, Don (D.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothwaller, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

OK everyone, here is what has happened.

We had a an update for U204 in early August covered by white paper 1891, where a series of service fix part numbers replaced previous running change releases.

We chained all of those together the running changes with the service fixes and released to the field as we were authorized to do.

The very next week, the newly released calibrations were found to create a surge issue, so we were asked by Powertrain to immediately unchain the new from the old. Which we did.

In late August/Early September, white paper 1921 was released, which replaced the first service release calibrations with a new one. We then made our updates and released to the field.

In the process of updating, the 1921 white paper never referenced the previous running calibrations so the chaining of the production calibrations to the service fixes was not made.

We can fix this in in B21.3 later this week.

This may sound confusing, so let me try to make more simple.

1. Let's say you have calibration A and you replace it with calibration B, so

A => B

2. A problem is found and now we are told to change our logic to:

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C is the latest.

In this case, we were not told to point Cal A at Cal C.

We will fix this week, but this is how we got to this point.

I hope that this explains it all.

If you have any questions, feel free to ask.

Tom

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

From: Selamon Jr., Peter (P.F.)
Sent: Wednesday, September 25, 2002 8:41 AM
To: Marlanos, Tom (T.E.); Judson, Roger (R.)
Cc: Tieman, Paul (P.D.); Jordan, LeBron (L.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?
Importance: High

Tom / Roger,

I thought that all was OK with the Escape, including instructions to the hotline and the field on how to load the software. Have you heard of any concerns in the field? Is this a one-off?

Regards,
Pete

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

From: Terzes, Laura (L.D.)
Sent: Wednesday, September 25, 2002 8:25 AM
To: Selamon Jr., Peter (P.F.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?

Someone pls. confirm and respond on status.

Laura Terzes

Manager, Outfiters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-35572 / fax (313) 24-88161 / lterzes.ford.com

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

From: Dalbo, Bob (R.L.)
Sent: Tuesday, September 24, 2002 6:07 PM
To: Marlanos, Tom (T.E.); Jordan, LeBron (L.)
Cc: Terzes, Laura (L.D.); Bob Facetti
Subject: FW: another wds issue?

LeBron/Tom,
Do we still have a WDS issue?

Bob Dalbo

3.0L Calibration Supervisor
Outfiters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rldalbo@ford.com

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

From: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhoe (R.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.L.); Fournelle, Gilbert (G.); Lirillaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Mariel (M.S.); Lewer, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhae,
FYI

I just updated my WDS with B21.1A from the LAN and it still won't allow me to update 3.0L Escapes to the latest level. It is stating that the 2L8A-AA calibration (what is currently in the vehicle) is the latest level for the 2002 Escape. Not the 2U7A-CZB that I was able to download from WDS version B20.12 last week. How can I get a copy of the calibrations (for 01-03) on disc so I won't have to reschedule any more vehicles?

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmyers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Altoonien, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Umlaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Murtel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
Subject: FW: another wds issue?

FYI -

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

From: Marianos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhae (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Altoonien, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Umlaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Murtel (M.S.)
Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

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: rsuarez@ford.com

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

From: Price, Martin (M.)

From: Tuesday, September 17, 2002 11:51 AM
To: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweller, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhac (R.)
Subject: another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2L8A-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Matt Price

Cleveland Engine Specialist, D8C I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Dalbo, Bob (R.J.)
Sent: Thursday, September 26, 2002 5:41 PM
To: Corlew, Randall (R.L.)
Cc: Daniluk Sr., John (J.J.); Belote, Paul (P.S.)
Subject: RE: Escape stall calibration

Randy,

Version B21.3 will have the calibrations to address the 2001/2002/2003 Escape stalling issues. The earlier version B21.X software was not properly "chained" to the previous calibrations, so the WDS did not recognize that the updated calibration is available. In version B21.3 the old/new calibrations will be properly "chained".

Regarding your question as to will this calibration really fix the stalling issue, it is one piece of the issue - perhaps the biggest piece, but not the total answer by itself. There is a more robust IACV (1L8E-9F715-AA) in the service pipeline that fixes another significant fraction of the stalls. The VMV also contributes to stalling, and the TSB has a test (somewhat complicated, I admit) to detect an Intermittently functioning VMV.

Given the unrepeatable nature of these stalls, I defy anyone to accurately quantify the contribution of any one of the contributing factors. I will say that every known contributor to Escape/Tribute stalling has been addressed in this calibration and the forthcoming 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: Corlew, Randall (R.L.)
Sent: Wednesday, September 25, 2002 6:05 PM
To: Dalbo, Bob (R.J.)
Cc: Daniluk Sr., John (J.J.); Belote, Paul (P.S.)
Subject: FW: Escape stall calibration

Bob,

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My questions:

Is 21.3 really going to fix this?

I have service managers that don't want to hear it anymore that we have the fix this time. Please let me know, customer's are getting angry and dealership employees are laughing at us.

Please help.

My cell phone 724-010-3459.

Thank you,

Randy Corlew

Ford Motor Company
FSE-Pittsburgh Region

—Original Message—

From: Dow, Winthrop (W.)
Sent: Wednesday, September 25, 2002 5:08 PM
To: Corlew, Randall (R.L.)
Subject: FW: Escape stall calibration

Win Dow
Service Engineer
Ford Tech. Hotline
DSCI 1700 Fairlane Drive
Allen Park, MI 48101
(313) 317-9292
<wdow@ford.com>

—Original Message—

From: Price, Martin (M.)
Sent: Wednesday, September 25, 2002 10:35 AM
To: Avery, Kevin (K.); Barnes, Andrew (A.); Brigger, Thomas (T.); Chacon, Jose (J.); Comeau, Sylvain (S.); Cruz, Jose (J.); Dow, Winthrop (W.); Girard, Mario (M.); Helmer, Blaine (B.M.); High, Stanley (S.); Huspen, Timothy (T.F.); Knoll, Alexander (A.); Koths, Robert (R.P.); Krein, Bradley (B.); Kunst, Christopher (C.); Loh, Chou (C.); Mentgen, Keith (K.); Mueller, John; Owens, Jonathan (J.); Perriton, Caleb (C.); Price, Martin (M.); Roussel, Stephane (S.); Schmitt, Matthew (M.); Schmitt, Michael (M.); Stegemann, Rolf (R.S.); Uffmeyer, Ben (B.)
Subject: Escape stall calibration

Here is all you need to know. This should clear up any questions. But please feel free to ask if this isn't clear.

Martin Price

Cleveland Engine Specialist, DSCI #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

—Original Message—

From: Marianos, Tom (T.E.)
Sent: Wednesday, September 25, 2002 10:26 AM
To: Salamon Jr., Peter (P.F.); Delbo, Bob (R.J.); Suarez, Rhea (R.); Tierce, Laura (L.D.); Stegel, Mark (M.S.); Fascetti, Bob (R.J.)
Cc: Jordan, LeBron (L.); Judson, Roger (R.); Dorony, Kenneth (K.R.); Tlaman, Paul (P.D.); Price, Martin (M.); Alkonian, Don (D.J.); Fournelle, Gilbert (G.); Limbaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

OK everyone, here is what has happened.

We had an update for U204 in early August covered by white paper 1891, where a series of service fix part numbers replaced previous running change releases.

We chained all of those together the running changes with the service fixes and released to the field as we were authorized to do.

The very next week, the newly released calibrations were found to create a surge issue, so we were asked by Powertrain to immediately unchain the new from the old. Which we did.

In late August/Early September, white paper 1921 was released, which replaced the first service release calibrations with a new one. We then made our updates and released to the field.

In the process of updating, the 1921 white paper never referenced the previous running calibrations so the chaining of the production calibrations to the service fixes was not made.

We can fix this in B21.3 later this week.

This may sound confusing, so let me try to make more simple.

1. Let's say you have calibration A and you replace it with calibration B, so

A => B

2. A problem is found and now we are told to change our logic to:

A does not go to B

so you have a stand alone A and a stand alone B (that is not flashable now).

A Stand alone

B Stand alone (although not flashable)

3. Now Calibration C comes out and we are told that it replaces Calibration B, so you now have:

A stand alone

B => C

C is the latest.

In this case, we were not told to point Cal A at Cal C.

We will fix this week, but this is how we got to this point.

I hope that this explains it all.

If you have any questions, feel free to ask.

Tom

—Original Message—

From: Salamon Jr., Peter (P.F.)
Sent: Wednesday, September 25, 2002 6:41 AM
To: Merlanos, Tom (T.E.); Judson, Roger (R.)
Cc: Tiernan, Paul (P.D.); Jordan, Lebron (L.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?
Importance: High

Tom / Roger,

I thought that all was OK with the Escape, including instructions to the hotline and the field on how to load the software. Have you heard of any concerns in the field? Is this a one-off?

Regards,
Pete

—Original Message—

From: Terzes, Laura (L.D.)
Sent: Wednesday, September 25, 2002 8:25 AM
To: Salamon Jr., Peter (P.F.); Dorony, Kenneth (K.R.)
Subject: FW: another wds issue?

Someone pls. confirm and respond on status.

Laura Terza

Manager, Outfitters Concerns
FORD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-36572 / fax (313) 24-86161 / terza.ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, September 24, 2002 6:07 PM
To: Marianos, Tom (T.E.); Jordan, LeBron (L.)
Cc: Terza, Laura (L.D.); Bob Fessett
Subject: FW: another wds issue?

LeBron/Tom,
Do we still have a WDS issue?

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: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhee (R.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limbaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhee,
FYI

I just updated my WDS with B21.1A from the LAN and it still won't allow me to update 3.0L Escapes to the latest level. It is stating that the 2L8A-AA calibration (what is currently in the vehicle) is the latest level for the 2002 Escape. Not the 2U7A-CZB that I was able to download from WDS version B20.12 last week. How can I get a copy of the calibrations (for 01-03) on disc so I won't have to reschedule any more vehicles?

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmyers4@ford.com

Cell 563-505-9002
Office 563-289-9891
Fax 563-289-1364

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

From: Suarez, Rhee (R.)
Sent: Tuesday, September 17, 2002 12:06 PM
To: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limbaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Myers, Dan (D.P.)
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FYI -

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From: Marianos, Tom (T.E.)
Sent: Tuesday, September 17, 2002 12:46 PM
To: Suarez, Rhae (R.)
Subject: RE: another wds issue?

This is already a high priority, We are working on it.

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

From: Suarez, Rhae (R.)
Sent: Tuesday, September 17, 2002 12:39 PM
To: Price, Martin (M.); Alcorns, Don (D.J.); Delbo, Bob (R.J.); Fournelle, Gilbert (G.); Limlaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.)
Cc: Myers, Dan (D.P.); Marianos, Tom (T.E.); Lawler, David (D.A.)
Subject: RE: another wds issue?

I just got a message from Dan Myer (FQE) with the same concern. He had to go to another dealer that hasn't updated their WDS to version 21 yet in order to help a customer out. We need to fix this ASAP.

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 548) / 1600 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-785-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

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

From: Price, Martin (M.)
Sent: Tuesday, September 17, 2002 11:51 AM
To: Alcorns, Don (D.J.); Delbo, Bob (R.J.); Fournelle, Gilbert (G.); Limlaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhae (R.)
Subject: another wds issue?

It appears now on version 21.1 wds isn't linking some of the updates. The 2LBA-AD does not show to update to 2U7A-CZB, in fact 2U7A-CZA doesn't update to CZB. I think the 2001 calibrations are ok. I did not check 2003's.

Marti Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Sloan, Burt (B.E.)
Sent: Friday, September 27, 2002 11:32 AM
To: 'cbishop2@visteon.com'; Levergood, Rich (R.); Alashe, Waheed (W.D.); Deeb, Joe (J.S.); Green, Tamra (T.K.); Oberski, Christopher (C.)
Cc: Klarr, Jerry (G.T.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Van Wiemeersch, John (J.R.); Adama, Kerry (K.N.); Austin, James (J.E.); Bogema, John (P.); Boyk, Greg (G.J.); Coffey, Dan (D.C.); Crowley, Pat (P.J.); Dakhlallah, Hassan (H.A.); Dalbo, Bob (R.J.); Delaroderie, Jim (J.A.); Dennis, Matt (M.A.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Gaynier, Larry (L.J.); Gibson, Patrick (P.W.); Hansen, George (G.C.); Hedgee, John (J.E.); Hille, Kevin (K.T.); Kiejazewski, Mark (M.D.); King, Brian (B.M.); Kosko, Jeff (J.F.); Lewis, Marvin (M.A.); Limatta, Gary (G.D.); Liller, David (D.J.); Lyon, Peter (P.M.); Matkovich, Dale (D.M.); Mazzella, Gary (G.R.); McInlee, Brian (B.E.); Newman, Chris (C.W.); Perlick, Don (D.A.); Putney, Bill (W.); Ross, Ann (A.M.); Sabin, Scott (S.M.); Scott, Damon (D.A.); Sloan, Burt (B.E.); Squires, Mark (D.M.); Stelmazozak, Robert (R.); Turner, Donald (D.A.); Ward, Shella (S.A.); Wettach, Bill (B.); Whitehead, Joe (J.P.); Young, Dan (D.G.)
Subject: U152, UP207, & U204 Drivability Team Meeting 10/2/02

U152, UP207, & U204 Drivability Team
Oct. 2, 2002
8:00 am to 10:00 am
TEE - Conference Rm 1

Call In Phone Number: 9-1-877-877-7126
Participant Code: 6341969 #

Oct. 2, 2002 Meeting Agenda:

- | | |
|--|---|
| 1) IAC 6 Panel review (Attendance Required at TEE) | Jim Delaroderie |
| 2) MAFs
6 Panel review for Soldering Improvements
(Attendance Required at TEE) | Chris Bishop
Rich Levergood
Chris Oberski |
| 3) Fuel Pump Sender 6 Panel rev (Attendance Required at TEE)
Low Pressure Follow Up | Waheed Alashe
Marek Lockhart |
| 4) EEC Warranty Review
Impacts starting | Tamra Green
Joe Deeb |
| 5) UP207 Stalls Loose Connections VRT feedback
What are next steps | Tom Hoffman |
| 6) U152 4.0L Stalls follow up on additional identified issues
What are next steps | John Hedgee
Scott Sabin |
| 7) U152 4.6L Stalls Follow Up

What are next steps | Pete Lyon |

Sep. 25, 2002 Meeting Minutes:

1) Fuel Pump Sender 6 Panel review

Waheed Alasha

Waheed reported the last corrective actions went in 8/22/02.

Waheed reported he will update the 6 panel charts used last time with latest info.

2) PTEC TNI

Returned TNI processors were put into a special test to look for root cause. 15 PCMs were baked while exercised. Of these 3 failed for previously identified reasons.

There is a request for dealers to put the vehicle serial number on the PCM connector, to ensure traceability.

There is a request to create a TNI taskforce

3) UP207 Engine Stalls

Tom Hoffman informed us Jasper Federa is scoping a 8 Sigma project for plant controllables that should address loose connections for wiring and vacuum lines

Tom Hoffman will take our specific list of loose connections to the VRT for review

4) 4.6L U152 Stalls

The Pareto and trend charts were reviewed

Pete reviewed the top four causes

From: Fournelle, Gilbert (G.)
Sent: Friday, September 27, 2002 3:21 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Order status at Hitachi

FYI

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: Friday, September 27, 2002 3:18 PM
To: Fournelle, Gilbert (G.)
Cc: Grimes, Jeff (J.R.)
Subject: Order status at Hitachi

Gilbert,

I just spoke with the Hitachi (Ford salesman) rep. He informs me that the order status at this time for FPSD is 3700 (1L8Z-9F715-AA) parts to be shipped November 8th and another 1000 the following week. Hitachi does have the six week to delivery clause in the contract with Ford. This November delivery date is about at that point.

This means that the TSB is caught in a Catch-22. The parts will not be available for six weeks and the TSB will not be released until then. I have no idea how long it takes FPSD to process parts for distribution. It will delay the release some additional time. It looks like the TSB will not be issued until mid November as it stands at the moment.

FPSD purchased a very large number of the old style valves from Hitachi a short time ago. That shortened the time for introduction of the new style valve at CEP2. It is possible that FPSD desires to deplete their old style valve stock before starting with the new style. A large fraction of the customers that have repairs done with the old style valve will return for another warranty repair. Bob may want to pass the word up.

Do we have any idea what will happen to the stock of old style valves on dealer shelves or at FPSD when the new style valve is available?

I will check again at the end of next week with Hitachi to ascertain the status of the FPSD order.

Ted

From: Dalbo, Bob (R.J.)
Sent: Friday, September 27, 2002 3:36 PM
To: Bob Fascetti
Subject: FW: Order status at Hitachi

According to Ted Jensen, Ford won't receive Escape finned pintle IACVs until 11/8. The TSB will likely be held up until then.

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: Fournelle, Gilbert (G.)
Sent: Friday, September 27, 2002 3:21 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Order status at Hitachi

FYI

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904988 Fax:(313)3231786

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

From: Jensen, Ted (T.E.)
Sent: Friday, September 27, 2002 3:18 PM
To: Fournelle, Gilbert (G.)
CC: Grimes, Jeff (J.R.)
Subject: Order status at Hitachi

Gilbert,

I just spoke with the Hitachi (Ford salesman) rep. He informs me that the order status at this time for FPSD is 3700 (1L8Z-8F715-AA) parts to be shipped November 8th and another 1000 the following week. Hitachi does have the six week to delivery clause in the contract with Ford. This November delivery date is about at that point.

This means that the TSB is caught in a Catch-22. The parts will not be available for six weeks and the TSB will not be released until then. I have no idea how long it takes FPSD to process parts for distribution. It will delay the release some additional time. It looks like the TSB will not be issued until mid November as it stands at the moment.

FPSD purchased a very large number of the old style valves from Hitachi a short time ago. That shortened the time for introduction of the new style valve at CEP2. It is possible that FPSD desires to deplete their old style valve stock before starting with the new style. A large fraction of the customers that have repairs done with the old style valve will return for another warranty repair. Bob may want to pass the word up.

Do we have any idea what will happen to the stock of old style valves on dealer shelves or at FPSD when the new style valve is available?

I will check again at the end of next week with Hitachi to ascertain the status of the FPSD order.

Ted

From: Fournelle, Gilbert (G.)
Sent: Monday, September 30, 2002 7:40 AM
To: Dalbo, Bob (R.J.)
Subject: FW: Escape Stall Update

Gilbert Fournelle

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

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

From: Veenstra, Tim (T.W.)
Sent: Sunday, September 29, 2002 5:51 PM
To: Fournelle, Gilbert (G.)
Cc: Corbett, Sandra (S.M.)
Subject: Escape Stall Update

Just FYI -> Source: [REDACTED]

On September 20th I was interviewed and videotaped for WKRC TV here in Cincinnati regarding my "stalling" issue. I am currently on my second Escape in less than six months. The first was taken back by Ford thanks to the "lemon law." However, I have now found that I paid \$73 to have the title transferred and I shouldn't have paid anything. So hopefully I'll be getting that back!

Escape #2 stalled on 9/3 and been back in the shop last week. The TSB that was announced on 9/9 was performed and has not affected a darn thing. The idle still dips to near stalling constantly and I am just waiting for it to stall again!

Currently, Channel 12 is planning on airing the interview and any additional information during the 11:00 pm news broadcast with [REDACTED]. There have been several other people who have contacted him with the same problem. I encourage everyone who has had a stalling problem here in Cincinnati to do the same. If enough people complain and get involved, we may just cause enough grief for Ford to have to take some more drastic measures than they have taken so far.

From: Myers, Dan (D.P.)
Sent: Monday, September 30, 2002 8:42 AM
To: Marlanos, Tom (T.E.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, Dave (D.A.); Hayduk, Mark (M.S.); Suarez, Rhae (R.)
Subject: RE: RE: another wds issue?

FYI, I updated to B21.3 Friday afternoon and was able to update the calibration in 2002 Escape.

Thanks for your help!

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dm Myers4@ford.com

Cell 563-505-9002
Office 563-289-9991
Fax 563-289-1364

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

From: Marlanos, Tom (T.E.)
Sent: Wednesday, September 25, 2002 9:36 AM
To: Myers, Dan (D.P.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.); Suarez, Rhae (R.)
Subject: RE: another wds issue?

Dan,

I understand the issues and we will fix this ASAP with a B21.3 Update, but I have another question.

Can you go back and verify the part number in the PCM. 2L8A-AA should not be recognized by WDS. It was never WERS released, and should not be in the field.

Thanks,

Tom Marlanos
ACSG/DSP/WDS PCM Reprogramming
tmarlan1@ford.com
Ph.:313-980-5032
Fax: 313-248-4370

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

From: Myers, Dan (D.P.)
Sent: Tuesday, September 24, 2002 6:02 PM
To: Suarez, Rhae (R.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Lawler, David (D.A.); Hayduk, Mark (M.S.)
Subject: RE: another wds issue?

Rhae,
FYI

I just updated my WDS with B21.1A from the LAN and it still won't allow me to update 3.0L Escapes to the latest level. It is stating that the 2L8A-AA calibration (what is currently in the vehicle) is the latest level for the 2002 Escape. Not the 2U7A-CZB that I was able to download from WDS version B20.12 last week.

How can I get a copy of the calibrations (for 01-03) on disc so I won't have to reschedule any more vehicles?

Thanks,

Dan Myers

Field Quality Engineer - Iowa
Enhanced Concern Identification

dmvers4@ford.com

Cell	563-505-9002
Office	563-289-9991
Fax	563-289-1364

From: Fournelle, Gilbert (G.)
Sent: Tuesday, October 01, 2002 9:21 AM
To: Dalbo, Bob (R.J.)
Subject: FW: Order status at Hitachi

FYI, do you have any info on this?

Gilbert Fournelle

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

---Original Message---

From: Grimes, Jeff (J.R.)
Sent: Tuesday, October 01, 2002 9:19 AM
To: Jensen, Ted (T.E.); Fournelle, Gilbert (G.)
Cc: Corbett, Sandra (S.M.)
Subject: RE: Order status at Hitachi

I am investigating authorization to scrap all "old" service parts, if there is not another application...I have questions regarding quantities.

Will the program (FCSD, or U204) be willing to pick up the tab?

Jeff Grimes

OPD & Value Engineering
Duralec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Jensen, Ted (T.E.)
Sent: Friday, September 27, 2002 3:18 PM
To: Fournelle, Gilbert (G.)
Cc: Grimes, Jeff (J.R.)
Subject: Order status at Hitachi

Gilbert,

I just spoke with the Hitachi (Ford salesman) rep. He informs me that the order status at this time for FPSD is 3700 (1L8Z-9F716-AA) parts to be shipped November 8th and another 1000 the following week. Hitachi does have the six week to delivery clause in the contract with Ford. This November delivery date is about at that point.

This means that the TSB is caught in a Catch-22. The parts will not be available for six weeks and the TSB will not be released until then. I have no idea how long it takes FPSD to process parts for distribution. It will delay the release some additional time. It looks like the TSB will not be issued until mid November as it stands at the moment.

FPSD purchased a very large number of the old style valves from Hitachi a short time ago. That shortened the time for introduction of the new style valve at CEP2. It is possible that FPSD desires to deplete their old style valve stock before starting with the new style. A large fraction of the customers that have repairs done with the old style valve will return for another warranty repair. Bob may want to pass the word up.

Do we have any idea what will happen to the stock of old style valves on dealer shelves or at FPSD when the new style valve is available?

I will check again at the end of next week with Hitachi to ascertain the status of the FPSD order.

Ted

From: Sloan, Burt (B.E.)
Sent: Friday, October 04, 2002 10:36 AM
To: Janakiraman, Ram (V.); Lockhart, Marek (M.C.); Hoffman, Tom (T.W.); Green, Tamra (T.K.); Deeb, Joe (J.S.); Boyk, Greg (G.J.)
Cc: Karr, Jerry (G.T.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Van Wiemeersch, John (J.R.); Adams, Kerry (K.N.); Austin, James (J.E.); Bogema, John (P.); Boyk, Greg (G.J.); Coffey, Dan (D.C.); Crowley, Pat (P.J.); Dakhlallah, Hassan (H.A.); Dalbo, Bob (R.J.); Delaroderie, Jim (J.A.); Dennis, Matt (M.A.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Gaynier, Larry (L.J.); Gibson, Patrick (P.W.); Hansen, George (G.C.); Hedger, John (J.E.); Hills, Kevin (K.T.); Kiellazewski, Mark (M.D.); King, Brian (B.M.); Kosko, Jeff (J.R.); Lewis, Marvin (M.A.); Lilmatta, Gary (G.D.); Liller, David (D.J.); Lyon, Peter (P.M.); Matkovich, Dale (D.M.); Mazzella, Gary (G.R.); McIntee, Brian (B.E.); Newman, Chris (C.W.); Perlick, Don (D.A.); Putney, Bill (W.); Ross, Ann (A.M.); Sabin, Scott (S.M.); Scott, Damon (D.A.); Sloan, Burt (B.E.); Squires, Mark (D.M.); Stelmazczak, Robert (R.); Turner, Donald (D.A.); Wattach, Bill (B.); Whitehead, Joe (J.P.); Young, Dan (D.G.)
Subject: U152, UP207, & U204 Drivability Team Meeting 10/9/02

U152, UP207, & U204 Drivability Team
Oct. 9, 2002
8:00 am to 10:00 am
TEE - Conference Rm 1

Call In Phone Number: 9-1-877-877-7126
Participant Code: 6341969 #

Oct. 9, 2002 Meeting Agenda:

- | | |
|---|-------------------------|
| 3) UP207 Stalls Loose Connections VRT feedback
What are next steps | Tom Hoffman |
| 1) UP207 Stalls Claims Analysis Follow Up
Low fuel pressure claims analysis | Marek Lockhart |
| 2) UP207 Stalls Claims Analysis Follow UP
EEC Warranty Review
Impacts starting | Tamra Green
Joe Deeb |
| 1) U152 4.6L IAC Review Six Sigma #8020 | Ram Janakiraman |
| 4) U152 4.6L Stalls Follow UP
Review Claims analysis | Pete Lyon |
| 6) U152 4.0L Hesitation / Rough Running On Cold Start after engagement
Status and next steps | Greg Boyk |

Oct. 2, 2002 Meeting Minutes:

- 1) Jim Delaroderie reviewed the IAC 8 Panel

Project is ready to pre-review with Jerry Klarr in prep for PDQR

- 2) MAFs 6 Panel was reviewed for Soldering Improvements
Project is ready to pre-review with Jerry Klarr in prep for PDQR
- 3) Waheed Alashe reviewed Fuel Pump Sender 6 Panel
Project needs another pre-review next week
- 6) U152 4.0L Stalls follow up on additional identified issues
Scott Sabin reported he is analyzing returned IACs, Fuel Pumps, PCMs
- 7) U152 4.6L Stalls Follow Up
Pete Lyon showed a Pareto showing the issue is NPF, IAC, PCM, and Reflash

From: Suarez, Rhae (R.)
Sent: Friday, October 04, 2002 12:58 PM
To: Corlew, Randall (R.L.); Price, Martin (M.); Noteboom, Jim (J.E.); Limiaco, Steven (S.); Rothweiler, Daniel (D.)
Cc: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)
Subject: Stall calibration success.

Importance: High

I have been asked by my upper management to get as much field data as possible on the success of the new calibration for the Escape/Tribute stall concern. Could each of you reply back with 1 or 2 sentences saying that you have been involved with a stall vehicle(s) and that it has received the latest and greatest stall calibration with no issues have returned..... Or if you have any return vehicles, that information would be useful as well.

If you know of any other individuals that have been involved with this concern that I have missed, please forward them this email and have them send me a reply.

Thank you for your timely response.

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: 313-786-6242
Fax: 313-33-78337
Email: rsuarez@ford.com

From: Dalbo, Bob (R.J.)
Sent: Wednesday, October 09, 2002 4:37 PM
To: Grzincic, Karen (K.M.); Krohn, Maggie (M.M.); Belzyt, Roseann (R.)
Cc: Corbett, Sandra (S.M.); Bogema, John (P.)
Subject: Concern C11402381

Karen/Maggie/Roseann,
John and I understood that the following PCMs were released in the subject concern:

3L8A-12A85-AHC
3L8A-12A85-BC
3L8A-12A85-CC
3L8A-12A85-EC
3L8A-12A85-FC
3L8A-12A85-GC
3L8A-12A85-HC
3L8A-12A85-JC

Is this correct?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 785-2858 Email: rdalbo@ford.com

From: Dalbo, Bob (R.J.)
Sent: Thursday, October 10, 2002 11:23 AM
To: Krohn, Maggie (M.M.); Grzincic, Karen (K.M.)
Cc: Corbett, Sandra (S.M.); Bogema, John (P.)
Subject: RE: Concern C11402381

Thanks, Maggie.

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: Krohn, Maggie (M.M.)
Sent: Thursday, October 10, 2002 8:31 AM
To: Dalbo, Bob (R.J.); Grzincic, Karen (K.M.)
Cc: Corbett, Sandra (S.M.); Bogema, John (P.)
Subject: RE: Concern C11402381

Yes this is correct. They were released on supplement 000 and 001.

Maggie Krohn

*PCM Engineering Change Specialist
84-199 P02E
(313) 52-51808 Fax: (313) 325-6743
E-Mail: mkrohn@ford.com*

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Wednesday, October 09, 2002 4:37 PM
To: Grzincic, Karen (K.M.); Krohn, Maggie (M.M.); Balzyt, Roseann (R.)
Cc: Corbett, Sandra (S.M.); Bogema, John (P.)
Subject: Concern C11402381

Karen/Maggie/Roseann,
John and I understood that the following PCMs were released in the subject concern:

3LBA-12A85-AHC
3LBA-12A85-BC
3LBA-12A85-CC
3LBA-12A85-EC
3LBA-12A85-FC
3LBA-12A85-GC
3LBA-12A85-HC
3LBA-12A85-JC

Is this correct?

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

From: Peppone, Gil (J.)
Sent: Thursday, October 10, 2002 12:00 PM
To: Dalbo, Bob (R.J.); Alconian, Don (D.J.); Fournelle, Gilbert (G.); Suarez, Rhas (R.); Corbett, Sandra (S.M.)
Cc: Peppone, Gil (J.); DiAngelo, Renaldo (R.); Surtl, P. J. (P.J.); Noteboom, Jim (J.E.)
Subject: Additional Proposed Revisions/Inclusions to Existing TSB 02-11-8 3.0L Escape Stalls

Importance: High

Good morning everyone: on Sept 19th, I had called into the Escape Stalls Team meeting to present my proposed changes to this existing TSB. My discussion centered upon the possibility of an EVAP (VMV) duty cycle which does NOT change from a zero % value while at idle. TMI for VMV is the result. The meeting's conclusion was that there would be a follow-up series of discussions and I would be informed of those results.

Please provide any decisions which may have been made.

Since that time, I have been repeatedly contacted by local Florida Technicians regarding the Concern of 3.0L Escape Stalls. Of course I cited the existence of the above TSB, and referenced not only the need to follow it exactly, but mentioned the above potential VMV cycling issue mentioned above.

But I also found myself including the ADDITIONAL, known issues which are included in numerous SSM and ISMs, which reference vehicle harness ground checks, engine connection checks, kickpanel connector checks and the possibility of MAFs affected by local EMC. Also, I mentioned the most recent issue of WDS level updates prior to 21.3 NOT having the latest calibration updates. Please note that these updates were thought to have been included, but were inadvertently left out. I have recent E-mails describing these details if one requires.

Also, I found that the TSB's Step 4 and 5 required a more simple "translation" for most Techs to understand. Without my specific effort to describe them in a more basic manner, these steps are indeed skipped. The Techs are quick to replace a part (a.k.a. the IAC update), but when it comes to interpreting a complicated diagnostic step, that part is often overlooked.

As a result, I further suggest that in addition to the first issue of a lazy VMV duty cycle, (which may need the prompting with short drive cycle), the inclusion of the details ALL the existing SSMs and ISMs, plus a review of the wording of some Steps of the existing TSB. We need to reach our audience better to help lower Warranty costs.

For the short term, an SSM could be released asap highlighting some (i.e. the WDS level/calibration issue) of these items.

I volunteer to assist in the re-writing of those sections and/or a review of any changes prior to re-publication. If a re-publication is in process regarding my first suggestion for the VMV cycle issue, these additional changes could coincide with this re-release.

Please advise,
Gil Peppone
954-753-9989 Office
954-242-2088 Cell

From: Steven Lintiac (SLintiac@mazdausa.com)
Sent: Thursday, October 10, 2002 1:53 PM
To: 'rdalbo@ford.com'
Cc: 'journal@ford.com'; 'rsuarez8@ford.com'; Darrel Chin
Subject: Engine Quit (Stall) Calibration Feedback (10/10/02)

Hi Bob,

Attached below are verbatim comments from our Field Technical Specialists on the calibration effectiveness. It's hard to say how many have been reflashed, but my best guess is over 300 vehicles.

Steve Lintiac
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

SE Region

So Far So Good. I have test driven every one that I have worked on and looks like the best thing they did was bump the idle up to 1100 rpm during decel. Honestly Steve looks like its working so far. Have a good one and may this fix work. (Jim)

NE Region

As far as I have heard, all is good! - Chris Capuzzo
With at least 100 vehicles flashed so far not one returned for stalling. Most importantly my friend's Tribute is still OK. The vehicle is said to idle higher on decel now. She claims that the vehicle no longer idle drops like it used to, which she could identify by watching the tachometer. She has put 750 miles on the vehicle since being recalibrated. Additionally, the vehicle is being driven in the same manner that it always was. Previously, the vehicle did stall 4 times in 2000 miles. It seems her 2 footed driving style is no longer an influence.
To sum it up, so far so good. (Dan R)

GULF Region

I would agree with David's comments. I would like to see a warranty report that shows the information about the number of re-flashes. Yet another reason we need to have visibility of the data in WDS. That way we could see the data level in the WDS as well as how many have been done. (Mark)
I cannot tell you how many Tributes have been reflashed with the latest calibration, but if I were to guess it would be well over 50. As of this time, I have not had any repeat failures, I have asked many dealers and

none
have had any concern what so ever. (David)

MW Region

As of this date we have had no negative info back from any dealers. The vehicles that we are driving have shown no drivability faults. (Alan)
I have had good success with vehicles at the region and with dealers
Ed

HOTLINE (including Hawaii vehicles)

Over 210 reports received since 9/6/02 calibration release. All dealers that called in after this date were advised to reflash with the new service calibration. No complaints of comebacks for the most part. There are 2 reports of comebacks which are under investigation.

From: Dalbo, Bob (R.J.)
Sent: Thursday, October 10, 2002 5:33 PM
To: Bob Fascetti
Subject: FW: Engine Quit (Stall) Calibration Feedback (10/10/02)

Dealer feedback from Mazda on cal. change.

Also, as I stated in my voicemail, the service manager at Midpac Auto Center in Hawaii has had no repeat repairs on vehicles reflashed with the new calibration.

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: Steven Limtiaco [mailto:SLimtiac@mazdausa.com]
Sent: Thursday, October 10, 2002 1:53 PM
To: 'rdalbo@ford.com'
Cc: 'gfournel@ford.com'; 'rsuarez8@ford.com'; Darrel Chin
Subject: Engine Quit (Stall) Calibration Feedback (10/10/02)

Hi Bob,

Attached below are verbatim comments from our Field Technical Specialists on the calibration effectiveness. It's hard to say how many have been reflashed, but my best guess is over 300 vehicles.

Steve Limtiaco
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slimtiac@mazdausa.com

SE Region

So Far So Good. I have test driven every one that I have worked on and looks like the best thing they did was bump the idle up to 1100 rpm during decel.
Honestly Steve looks like its working so far. Have a good one and may this fix work. (Jim)

NE Region

As far as I have heard, all is good! - Chris Capuzzo
With at least 100 vehicles flashed so far not one returned for stalling. Most importantly my friends Tribute is still OK. The vehicle is said to idle higher on decel now. She claims that the vehicle no longer idle drops

like
it used to, which she could identify by watching the tachometer. She has
put
750 miles on the vehicle since being recalibrated. Additionally, the
vehicle
is being driven in the same manner that it always was. Previously, the
vehicle did stall 4 times in 2000 miles. It seems her 2 footed driving
style
is no longer an influence.
To sum it up, so far so good. (Dan R)

GULF Region

I would agree with David's comments. I would like to see a warranty
report
that shows the information about the number of re-Flashes. Yet another
reason we need to have visibility of the data in WDS. That way we could
see
the data level in the WDS as well as how many have been done. (Mark)
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HOTLINE (including Hawaii vehicles)

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that called in after this date were advised to reflash with the new
service
calibration. No complaints of comebacks for the most part. There are 2
reports of comebacks which are under investigation.

From: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 11:30 AM
To: Dalbo, Bob (R.J.); Fascelli, Bob (R.J.); Alkoonian, Don (D.J.); Hofman, Michael (M.V.)
Subject: FW: Urgent: Duratec Engine Inquiry

Info, new IAC won't be incorporated into CEP2 until 10/18.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

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

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:14 AM
To: Suarez, Rhee (R.); Kerr, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Garbett, Sandra (S.M.)
Subject: RE: Urgent: Duratec Engine Inquiry

tyl

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 522-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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

From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)
Cc: Buetner, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, tentative incorporation of the 2LBE-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

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

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2LBE-9E926-AB

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Fridrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.); Dudley, Melleas (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/29/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

---Original Message---

From: Fridrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
Subject: RE: Urgent Duratec Engine Inquiry

The new IACV was incorporated into production as it became PSW available and in volume. Dennis, please provide the first date in production of the new IACV. Of course since we cannot guarantee a full FIFO rotation of engine stock due to campaigns and general dock conditions in high end-item inventory building making the answer on the number of engines with old IACVs still in ship bank virtually impossible to answer without breaking down every row.

Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCMs/IACVs and what is an "acceptable mismatch" for calibration.

Regards, *Joe Fridrich*

CEP#2 MP&L, Supervisor - Launch, Change Control & Analysis
Outside 216-676-3229- FAX 216-676-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfridri@ford.com

---Original Message---

From: McCown, Thomas (T.P.)
Sent: Thursday, October 10, 2002 7:25 AM
To: Fridrich, Joe (J.A.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent Duratec Engine Inquiry

---Original Message---

From: Tiu Jr., Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:06 AM
To: McCown, Thomas (T.P.)
Cc: Beaulac, John (J.)
Subject: Urgent Duratec Engine Inquiry

EA82-827-C 4828

Hello Thomas. My Name is Oggle Tiu and I am incharge for the supply chain of Ford Motor Company

Philippines. I got your name as our contact for our Duratec engines through CMMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP USMY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: 02n-0348

	New		Old	
	MC Part No.	Ford Part No.	MC Part No.	Ford Part No.
Engine	AJ09-E5000-A	I3-754-AB	AJ09-E5000-A	I3-754-AB
IAC Valve	AJ71-20660	1LBE-8F715-AA	AJ03-20660-A	YF1E-8F715-AB
PCM	AJ75-18661-A	3LBA-12A660-JB	AJ75-18661	3LBA-12A660-JA

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

The problem right now is that we still have stock of old PCM that we want to match with Old Duratec Engines. At this time we do not know exactly how many old Duratec Engines (w/old IAC Valve) was shipped and will still be shipped to us. In this regard we would like to know the following information:

- quantity of Old Duratec Engines with Old IAC Valve that was already shipped to us or will still be shipped to us
- If the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?

It was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John.

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.
Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5087
Fax: 6349-541-5030
Email: rtiu@ford.com

From: Dalbo, Bob (R.J.)
Sent: Friday, October 11, 2002 12:02 PM
To: Grimes, Jeff (J.R.); Yeung, Lem (L.); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altonian, Don (D.J.); Hofman, Michael (M.V.); Svantickas, Ed (E.)
Subject: RE: Urgent: Duratec Engine Inquiry

Dennis/Jeff,
Does this mean that no Duratecs were built with finned-pintle IACVs yet?

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: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 11:30 AM
To: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Altonian, Don (D.J.); Hofman, Michael (M.V.)
Subject: FW: Urgent: Duratec Engine Inquiry

Info, new IAC won't be incorporated into CEP2 until 10/18.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smaorhou@ford.com

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

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:14 AM
To: Suarez, Rhoe (R.); Klay, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: RE: Urgent: Duratec Engine Inquiry

fyl

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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

From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)
Cc: Buettner, Steve (S.B.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, tentative incorporation of the 2L8E-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

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

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2L8E-9E826-AB

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 584-7323
e-mail: jgrimes1@ford.com

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

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Friedrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/29/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

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

From: Friedrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

The new IACV was incorporated into production as it became PSW available and in volume. Dennis, please provide the first date in production of the new IACV. Of course since we cannot guarantee a full FIFO rotation of engine stock due to campaigns and general dock conditions in high end-Item inventory building making the answer on the number of engines with old IACVs still in ship bank virtually impossible to answer without breaking down every row.

Jeff, again this goes back to our "discussion/debate" on how this change was handled without engine code tag changes. Please clarify for Mr. Tiu the implications of unmatched PCMs/IACVs and what is an "acceptable mismatch" for calibration.

Regards, *Joe Friedrich*

CEP#2 MP&L, Supervisor- Launch, Change Control & Analysis
Outside 216-878-3229- FAX 216-878-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfridri@ford.com

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

From: McCown, Thomas (T.P.)
Sent: Thursday, October 10, 2002 7:25 AM
To: Fridrich, Joe (J.A.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

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

From: Tiu Jr., Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:06 AM
To: McCown, Thomas (T.P.)
Cc: Benado, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Ogie Tiu and I am incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CMMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP '03MY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: 02n-0348

	New		Old	
	MC Part No.	Ford Part No.	MC Part No.	Ford Part No.
Engine	AJ08-ES000-A	K3-784-AB	AJ08-ES000-A	K3-784-AB
IAC Valve	AJ71-20680	1L8E-9F715-AA	AJ08-20680-A	YF1E-9F715-AB
PCM	AJ75-18881-A	3LBA-12A880-JB	AJ75-18881	3LBA-12A880-JA

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause our vehicles to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

The problem right now is that we still have stock of old PCM that we want to match with Old Duratec Engines. At this time we do not know exactly how many old Duratec Engines (w/old IAC Valve) was shipped and will still be shipped to us. In this regard we would like to know the following information:

- quantity of Old Duratec Engines with Old IAC Valve that was already shipped to us or will still be shipped to us
- if the new engines are being built already when was it implemented at your side. Are there already engines shipped to us already?

It was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John,

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.

Senior Supply Chain Analyst
Material Planning and Logistics
Ford Motor Company Phils.
Tel: 6349-541-5097
Fax: 6349-541-5030
Email: rlu@ford.com

From: Dalbo, Bob (R.J.)
Sent: Sunday, October 13, 2002 12:15 PM
To: Altonian, Don (D.J.)
Subject: RE: Urgent: Duratec Engine Inquiry

Don,
You're right, this is probably the one-hole T/B. Jeff sent a note to Scott explaining he was talking about T/B, not IACV.

Thanks for clarifying this for me.

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: Altonian, Don (D.J.)
Sent: Friday, October 11, 2002 3:10 PM
To: Dalbo, Bob (R.J.)
Subject: RE: Urgent: Duratec Engine Inquiry

Bob, what the hell is a 2L8E-9e926-ab ? We are looking for a 1L8e 9F715 AA. I think a 9e926 is a throttle body.

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

From: Dalbo, Bob (R.J.)
Sent: Friday, October 11, 2002 12:02 PM
To: Grimes, Jeff (J.R.); Yeung, Len (L.); Cominsky, Dennis (D.)
Cc: Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.); Altonian, Don (D.J.); Hoffman, Michael (M.V.); Sventickas, Ed (E.)
Subject: RE: Urgent: Duratec Engine Inquiry

Dennis/Jeff,
Does this mean that no Duratecs were built with finned-pintle IACVs yet?

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: Moorhouse, Scott (S.R.)
Sent: Friday, October 11, 2002 11:30 AM
To: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Altonian, Don (D.J.); Hoffman, Michael (M.V.)
Subject: FW: Urgent: Duratec Engine Inquiry

Info, new IAC won't be incorporated into CEP2 until 10/18.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

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

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:14 AM
To: Suarez, Rhae (R.); Karr, Jerry (G.T.); Miller, Brian (B.J.)
Cc: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: RE: Urgent: Duratec Engine Inquiry

tyl

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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

From: Cominsky, Dennis (D.)
Sent: Friday, October 11, 2002 10:47 AM
To: Grimes, Jeff (J.R.)
Cc: Buehner, Steve (S.B.); Cominsky, Dennis (D.) what the hell is a 2L8E-9E926-AB
Subject: RE: Urgent: Duratec Engine Inquiry

Jeff, tentative incorporation of the 2L8E-9E926-AB on the engine assembly line is approx 10/18/02.

Dennis Cominsky

Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

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

From: Grimes, Jeff (J.R.)
Sent: Friday, October 11, 2002 10:31 AM
To: Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

Where are we on the 2L8E-9E926-AB

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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

From: Cominsky, Dennis (D.)
Sent: Thursday, October 10, 2002 11:11 AM
To: Fridrich, Joe (J.A.); Grimes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Regas, Mike (M.P.); Dudley, Melissa (M.R.); Cominsky, Dennis (D.)
Subject: RE: Urgent: Duratec Engine Inquiry

The Engineering Change Bulletin (ECB) was distributed showing that we incorporated the new IAC valve on the engine assembly line effective 8/28/02.

Dennis Cominsky
Material Planning & Logistics - CEP2
Change Control Analyst
Phone: 216 676-3097
Fax: 216 676-3747

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

From: Friedrich, Joe (J.A.)
Sent: Thursday, October 10, 2002 8:54 AM
To: Cominsky, Dennis (D.); Gimnes, Jeff (J.R.)
Cc: Monroe, Pat (P.A.); McCown, Thomas (T.P.); Roges, Mike (M.P.)
Subject: RE: Urgent: Duratec Engine Inquiry

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Regards, *Joe Friedrich*

CEP#2 MP&L, Supervisor - Launch, Change Control & Analysis
Outside 216-676-3229- FAX 216-676-3747
Ford Dial Net 823-3229- FAX 823-3747
E-mail: jfritche@ford.com

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

From: McCown, Thomas (T.P.)
Sent: Thursday, October 10, 2002 7:25 AM
To: Friedrich, Joe (J.A.)
Cc: Monroe, Pat (P.A.)
Subject: FW: Urgent: Duratec Engine Inquiry

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

From: Tiu Jr., Rogelio (R.G.)
Sent: Thursday, October 10, 2002 2:06 AM
To: McCown, Thomas (T.P.)
Cc: Besudo, John (J.)
Subject: Urgent: Duratec Engine Inquiry

Hello Thomas. My Name is Oggie Tiu and I am incharge for the supply chain of Ford Motor Company Philippines. I got your name as our contact for our Duratec engines through CMMS.

This is regarding the Engineering Change Notice for Duratec Engines. For KCAP '03MY, the Idle Air Control Valve (IAC Valve) for Duratec Engines and Powertrain Control Module (PCM) have been changed by Ford. The two parts have been changed as shown below:

ECN Number: Q2n-Q348

	Now		Old	
	MC Part No.	Ford Part No.	MC Part No.	Ford Part No.
Engine	AJ09-E5000-A	IG-754-AB	AJ09-E5000-A	IG-754-AB
IAC Valve	AJ71-20680	ILBE-9F716-AA	AJ08-20680-A	YF1E-9F716-AB
PCM	AJ75-18681-A	3L6A-12A680-JB	AJ75-18681	3L6A-12A680-JA

According to the ECN the two part should be incorporated to our production at the same timing. New engines with new IAC valve is not interchangeable to the OLD PCM, wrong parts combination could cause

our vehicle to stop while running. The new PCM is interchangeable with old and new engines but the effectivity for this part is still November 2002 pack Month (Japan Kit).

The problem right now is that we still have stock of old PCM that we want to match with Old Duratec Engines. At this time we do not know exactly how many old Duratec Engines (w/old IAC Valve) was shipped and will still be shipped to us. In this regard we would like to know the following information:

- a. quantity of Old Duratec Engines with Old IAC Valve that was already shipped to us or will still be shipped to us
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It was decided that we will use all our old stock of PCM and if matching problems occurs we will have to order the Old IAC valve in order to match them. That is why we want to have a least a forward estimate of how many do we really need.

Thanks.

John.

Please assist us also to trace the engines delivered to us.

Thanks.

Rogelio G. Tiu Jr.

Senior Supply Chain Analyst

Material Planning and Logistics

Ford Motor Company Phils.

Tel: 6349-541-5097

Fax: 6349-541-5030

Email: rtiu@ford.com

From: Fournelle, Gilbert (G.)
Sent: Wednesday, October 16, 2002 11:06 AM
To: Altoonlan, Don (D.J.); Bauer, Scott (S.C.); Bhotwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogerna, John (P.); Cary Powell (E-mail); Chlok, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); Duval, Allen (A.W.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Goodwin, William (W.R.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Ichikawa, Jyunichiro (J.); Jensen, Ted (T.E.); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); Khan, Naveed; Koeko, Jeff (J.R.); Kwon, Soon (S.K.); Lawler, Dave (D.A.); Le, Dzong (D.H.); Limlaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Marlanos, Tom (T.E.); Matea, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); McDonald, John; McGee, Brett (B.L.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nakano, Hidoki (H.); Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Orman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Requebau, Akion (A.P.); Rothweller, Daniel (D.); Shah, Kran (K.C.); Shirahsi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhas (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veestra, Tim (T.W.); Wakonell, Ray (R.A.); Weltach, Bill (B.); Williams, Les (LHW.)
Subject: Phantom stall meeting for 10/17/02 cancelled

The phantom stall meeting is cancelled for tomorrow 10/17/02 due to the fact that the calibration group is on a hot weather test trip. Meeting notices will be sent out next week for future stall meetings.

Regards,

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231788

From: Jensen, Ted (T.E.)
Sent: Wednesday, October 16, 2002 2:20 PM
To: Fournelle, Gilbert (G.)
Cc: Dalbo, Bob (R.J.)
Subject: Status of the Finned Pinle for service

Gilbert,

I confirmed that the shipment of 1L8E-9F715-AA valves from Hitachi (Kentucky) to Hitachi LA is being process on a priority basis. I have been told by FCSD that Hitachi is to ship boxed 1L8Z-9F715-AA replacement parts to the regional FCSD depots this week. This is being done to expedite the TSB to release by the end of the month. This is expectation information not bird in the hand.

Turns out that Mazda did not have any orders in to FCSD for 1L8Z-9F715-AA valves on Monday. That is the reason that they have not been successful in obtaining valves. I connected Steve L. with FCSD directly to work this out.

Ted

From: Price, Martin (M.)
Sent: Friday, October 18, 2002 8:37 AM
To: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhase (R.)
Subject: FW: Escape stall with new cal

anyone interested?

Martin Price

Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

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

From: Loh, Chou (C.)
Sent: Thursday, October 17, 2002 5:07 PM
To: Price, Martin (M.)
Subject: Escape stall with new cal

I'm not sure if you're interested but cust is still alleging a stall concern with new pcm cal.

Caller Name: BRAIN PEDONE (T) Report#: 2IYEB018 NHL
Call Type (G/N/C): C Print Rpt(S/D): _ Ctl #: Date: 10/17/2002
Dealer ID: 07708 Windward Ford Phone: (808) 268-7000
OASIS YES Contacted Oasie History: _ Grd: ___
Symptom: 6 07 7 00 DRVABL STALL/QUITS DECELERATION
Addl Sym: INTERM STALL Causal Cond: ___ How/When Code: ___
Vehicle: 2002 ESCAPE 4X2,XLT ,MPV 1FMYU03172KD66889 Bld: 05/23/2002
Engine: 3.0L DUR Serial: 436799086 Cal: 2M11A30 A/C: A Odom: 2907 M
Trans: CD4E E Serial: 2L8PEB7121420 Body Conv: ___

Jamesloh

Service Engineer
Ford Technical Hotline
1700 Fairlane Drive #353
Allen Park, MI 48111
(313)317-9134
cloh2@ford.com

From: Dan Rothweiler [DRothwel@mazdausa.com]
Sent: Friday, October 18, 2002 9:05 AM
To: 'Price, Martin (M.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Steven Limtiaco; Dan Rothweiler; Sanders, Muriel (M.S.); Suarez, Rhae (R.)
Cc: Chris Capuzzo
Subject: RE: Escape stall with new cal

Is the stall reproducible? Was the Evap vent line cleared? I think the new strategy should take away that possibility but you never know. Also check the PCM calibration part number in the log viewer on WDS to confirm that the new cal is really in there. If none of this reveals anything then this vehicle should be inspected.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

<http://www.mazdausa.com/mazda6>

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

From: Price, Martin (M.) [mailto:mprice28@ford.com]
Sent: Friday, October 18, 2002 8:37 AM
To: Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Limtiaco, Steven (S.); Rothweiler, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhae (R.)
Subject: FW: Escape stall with new cal

anyone interested?

Marti Price
Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

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

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> **Sent:** Thursday, October 17, 2002 5:07 PM
> **To:** Price, Martin (M.)
> **Subject:** Escape stall with new cal

> I'm not sure if you're interested but cust is still alleging a stall concern with new pcm cal.

> **Caller Name:** BRAIN PEDONE (T) **Report#:**
2IYEB018

NHL

> Call Type (G/N/C): C Print Rpt(S/D): _ Ctl #: Date:
10/17/2002
> Dealer ID: 07708 Windward Ford Phone: (808)
266-7000

> OASIS YES Contacted Oasis History: _ Grid: _

> Symptom: 6 07 7 00 DRVABL STALL/QUITS DECELERATION

> Addl Sym: INTERM STALL Causal Cond: _ How/When
Code: _

> Vehicle: 2002 ESCAPE 4X2,XLT ,MPV 1FMYU03172KD66889 Bld:
05/23/2002

> Engine: 3.0L DUR Serial: 438799086 Cal: 2M11A30 A/C: A Odom:
2907

M

> Trans: CD4E E Serial: 2L8PEB7121420 Body Conv: _

>

> Jamesloh

> Service Engineer

> Ford Technical Hotline

> 1700 Fairlane Drive #335

> Allen Park, MI 48111

> (313)317-9134

> clch2@ford.com

>

From: Dalbo, Bob (R.J.)
Sent: Monday, October 21, 2002 5:01 PM
To: Suarez, Rhas (R.)
Cc: Limitaco, Steven (S.)
Subject: Mazda PCM Order - 1U7Z-12A850-AYD

Rhas,
Mazda has been unsuccessful at ordering PCMs with the capacitor change and the latest calibration as specified in the soon-to-be-released 3.0L Escape/Tribute stalling TSB. They can get the -AYA suffix PCM, but it doesn't have the capacitor change for improved RFI.

Steve Limitaco indicated that the TSB would need to be changed to specify using an -AYA suffix PCM with a reflash instead of an -AYD suffix PCM.

Is that the case, and if so, can you estimate how long that process would take?

Could we do that as an interim action, or specify both solutions with the AYD as preferred?

Is there some way to speed up the delivery of Mazda's -AYD processors?

Thanks for checking into this as soon as possible.

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

From: Dalbo, Bob (R.J.)
Sent: Monday, October 21, 2002 5:12 PM
To: Lawler, Dave (D.A.)
Cc: Suarez, Rhee (R.); Limtiaco, Steven (S.)
Subject: RE: Mazda PCM Order - 1U7Z-12A650-AYD

Dave,
Can you help with the parts below? Steve Limtiaco from Mazda can provide whatever details you need.

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—

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Cc: Limtiaco, Steven (S.)
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Thanks for checking into this as soon as possible,

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, October 22, 2002 11:35 AM
To: McCarthy, Fran (F.)
Cc: Gilbert Fournelle
Subject: RE: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings

Fran,
Which meeting would you like to discuss it at? This one, or the U204 stall meeting (2:00 Thursdays)?

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 Appointment-----

From: McCarthy, Fran (F.) On Behalf Of Parisi, Lourdes-Arnika (L.A.)
Sent: Tuesday, October 22, 2002 8:30 AM
To: Dalbo, Bob (R.J.); Florini, John (J.J.); Boggs, Dave (D.L.); Hansen, George (G.C.); Corbett, Sandra (S.M.)
Subject: FW: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings
Where: Occurs every Wednesday effective 1/16/02 from 8:00 AM to 9:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: TEE - Conference Room No. 1

Bob,
I spoke with Bob Fascetti this a.m. I would like to put on the agenda for the next subject meeting the discussion of TSB 02-11-06 for Stalls. I am particularly interested in discussing the VMVs contribution to the stalls issue. My dealer field returns show a large percentage of the VMVs are being replaced due to this Stall TSB. Thanks.

-----Original Appointment-----

From: McCarthy, Fran (F.) On Behalf Of Parisi, Lourdes-Arnika (L.A.)
Sent: Tuesday, October 22, 2002 8:25 AM
To: McCarthy, Fran (F.)
Subject: FW: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings
Where: Occurs every Wednesday effective 1/16/02 from 8:00 AM to 9:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: TEE - Conference Room No. 1

-----Original Appointment-----

From: Parisi, Lourdes-Arnika (L.A.)
Sent: Thursday, January 10, 2002 10:53 AM
To: Fascetti, Bob (R.J.); Kiar, Jerry (G.T.); Fascetti, Bob (R.J.); Dakhlallah, Hassan (H.A.); Sloan, Burt (B.E.); Dennis, Matt (M.A.); Ward, Sheila (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.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.)
Subject: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings
Where: Occurs every Wednesday effective 1/16/02 from 8:00 AM to 9:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: TEE - Conference Room No. 1

Starting Wednesday, February 20, these meetings will be every week.

From: Fascetti, Bob (R.J.)
Sent: Wednesday, October 23, 2002 8:05 AM
To: 'BDyke@Visteon.com'; 'SMarshal@visteon.com'; 'SYoakum@visteon.com'; Woodings, Andrew (A.T.)
Cc: Nichols, Ellen (E.G.); Hughes, Jeff (J.); Alcornian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Ray, Charles (C.); Hansen, George (G.C.); Moorhouse, Scott (S.R.)
Subject: RE: Escape MAF sensor with misplaced gasket

It's time to change this design. The gasket needs to be captured by the fasteners. Lets get this done now, please. We've been thru it , and know what to do.

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

From: Moorhouse, Scott (S.R.)
Sent: Tuesday, October 22, 2002 7:21 PM
To: 'BDyke@Visteon.com'; 'SMarshal@visteon.com'; 'SYoakum@visteon.com'; Woodings, Andrew (A.T.)
Cc: Nichols, Ellen (E.G.); Hughes, Jeff (J.); Alcornian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Ray, Charles (C.); Moorhouse, Scott (S.R.); Hansen, George (G.C.)
Subject: Escape MAF sensor with misplaced gasket

Attached find pictures of MAF sensor assy captured at KCAP today (rolls test failure) for maf gasket mispositioned in assy.

The MAF is not only one of the top ten contributors to check engine light on the vehicle, but this exact condition has been shown to be responsible for vehicle stalls in the field.

This gasket was grossly mispositioned, and as such, was captured at EOL for a MAF fault. Our EOL will not capture all of these faults. For this reason, I am requesting that Sandusky be represented at KCAP Friday, Nov. 8 (next Escape Powertrain report out to Plant Management) to present six panel on containment and corrective action.

Ellen Nichols, Jeff Hughes, as we have captured this issue before at KCAP, and it is perhaps our only stalls contributor which is not satisfactorily closed, I would presume that you would support this approach. I have the part in question.

<< File: MVC-008F.JPG >> << File: MVC-010F.JPG >> << File: MVC-017F.JPG >> << File: MVC-018F.JPG >> << File: MVC-019F.JPG >>

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1065 (fax) 816-459-1728
smoorhou@ford.com

From: Dalbo, Bob (R.J.)
Sent: Wednesday, October 23, 2002 12:47 PM
To: McCarthy, Fran (F.); Florini, John (J.J.); Gilbert Fournelle
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
Subject: RE: Escape VMV Warranty

Fran/John,

There are still two possible reasons for these VMV replacements:

- 1) Dealers are erroneously replacing them
- 2) The part specifications that influence stalling are not defined or inadequately defined.

We have already discovered one part (an evap system check valve) where reason 2 caused stalls.

We look forward to your participation in our 2:00 Thursday stall meeting. This week's meeting will be strictly call-in since the calibration team is at APG. Gilbert Fournelle will send out the meeting notice shortly.

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: McCarthy, Fran (F.)
Sent: Tuesday, October 22, 2002 6:27 PM
To: Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Florini, John (J.J.); Corbett, Sandra (S.M.)
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); McCarthy, Fran (F.); Dalbo, Bob (R.J.)
Subject: Escape VMV Warranty

I am sending you the following documents relative to Escape VMV Warranty

1. Top 20 Customer Concern Codes for -9C915-. You will notice that "Stall" is No. 2 on the list (TSB 02-11-6 for IAC replacement also includes VMV replacement).
2. Dealer parts return list (with symptom) with Eaton test results. Most dealers are replacing VMVs for Stall issue. Eaton is finding TNI as a result of their testing.

I am meeting with the Stall Team next week to examine the reason for including the VMV in their TSB. Unless the VMV is saturated with fuel, it probably shouldn't create a stall concern (according to my discussion with Doug Mancini). I received and logged in all these parts; no traces or noticeable fuel smell coming from the VMVs that would suggest fuel saturation).

Kevin Coryea has developed a revised EVR cover with standoffs that appear to address contamination issues (we opened a number of samples that had just completed 12 hours exposure to dust and found those with revised cover were clean). Excellent news!

I have requested Eaton supply me with a number of staged failures on their Escape VMVs

so that we can test them in-vehicle. We intend to verify whether the staged failures are indeed responsible for what the dealers are seeing. (Our team was surprised with the Siemens VMVs that contamination (non-brass) caused a P1450 DTC and not a P0455).

<< File: 2001 2002 TOP NCC 9C915.xls >>

<< File: Dealer Parts Return List.xls >>

That's all for now.

Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
Outfitter Stationery Components
Phone: (313) 32-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com

From: McCarthy, Fran (F.)
Sent: Wednesday, October 23, 2002 12:55 PM
To: Dalbo, Bob (R.J.); Florini, John (J.J.); Fournelle, Gilbert (G.);
'marchsanderson@eaton.com'; 'hallerol@eaton.com'
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.);
Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
Subject: RE: Escape VMV Warranty

Bob,

You may have noticed on the Dealer Returned Parts List that the VMV from the Tribute that you gave me for analysis was found to be "Good" after testing it at Eaton. Something else caused that stall problem on the Tribute but it was not the VMV. We should discuss this further at the 2:00 meeting tomorrow. The engineers from Eaton will be on line for this meeting as well. Thanks a lot Bob.

*Fran McCarthy St. Clair (fmccarth)
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Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rdalbo@ford.com

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To: Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Florini, John (J.J.); Corbett, Sandra (S.M.)
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); McCarthy, Fran (F.); Dalbo, Bob

Subject: (R.J.)
Escape VMV Warranty

I am sending you the following documents relative to Escape VMV Warranty

1. Top 20 Customer Concern Codes for -9C915-. You will notice that "Stall" is No. 2 on the list (TSB 02-11-8 for IAC replacement also includes VMV replacement).
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VMV & EVMV
Outfilter Stationary Components
Phone: (313) 82-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com*

From: Dalbo, Bob (R.J.)
Sent: Wednesday, October 23, 2002 1:03 PM
To: McCarthy, Fran (F.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); 'marchsanderson@eaton.com'; 'hallierol@eaton.com'; Rothweiler, Daniel (D.)
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
Subject: RE: Escape VMV Warranty

Fran,
I believe Dan Rothweiler of Mazda confirmed that the VMV discussed here did in fact cause stalling on that vehicle. We have shown via simulation that the VMV can cause a stall if it sticks shut and pops open after its input duty cycle has ramped high. We will be happy to discuss this and the diagnostic in the TSB this Thursday.

Bob Dalbo

3.DL 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: Wednesday, October 23, 2002 12:55 PM
To: Dalbo, Bob (R.J.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); 'marchsanderson@eaton.com'; 'hallierol@eaton.com'
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
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Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); McCarthy, Fran (F.); Dalbo, Bob (B.J.)
Subject: Escape VMV Warranty

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<< File: 2001 2002 TOP NCC 9C915.xls >>

<< File: Dealer Parts Return List.xls >>

That's all for now.

Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
Outfitter Stationery Components
Phone: (313) 32-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com

From: Mancini, Doug (D.J.)
Sent: Wednesday, October 23, 2002 1:09 PM
To: McCarthy, Fran (F.); Dalbo, Bob (R.J.)
Cc: Coryea, Kevin (K.W.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Fiorini, John (J.J.)
Subject: RE: Escape VMV Warranty

Fran and Bob,

In the recent past, we had a stalling issue with the Eaton vrvs. The root cause was the hysteresis changed. The valves that we calibrated with had high hysteresis and we calibrated fn631 to close the valves quickly. Then the vrvs changed. The production valves had low hysteresis. The low hysteresis and the fast ramp down of fn631 caused the vrvs to close too quickly which caused the Escorts to lean stall, repeatedly. The fix was a recal of fn631.

I think the supplier never was punished for the change without an SREA. The Eaton personnel we worked with on this stall are gone from Eaton and I don't have any of the old data.

Regards,
Doug Mancini
Evaporative Emission Control Systems Technical Specialist
Phone: 313.390.2388 Fax: 313.845.8803 Pager: 313.754.4029
Text Page: 3137544029@alphapage.aitouch.com
FPC-A Bldg. Mail Drop 02 Cubicle 1AH08
GCE/CAPE-Exhaust Aftertreatment and Emissions Compliance Department
CDSID: DMANCINI Email: dmancini@ford.com

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

From: McCarthy, Fran (F.)
Sent: Wednesday, October 23, 2002 12:55 PM
To: Dalbo, Bob (R.J.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); 'marchanderson@eaton.com'; 'hallercr@eaton.com'
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
Subject: RE: Escape VMV Warranty

Bob,

You may have noticed on the Dealer Returned Parts List that the VMV from the Tribute that you gave me for analysis was found to be "Good" after testing it at Eaton. Something else caused that stall problem on the Tribute but it was not the VMV. We should discuss this further at the 2:00 meeting tomorrow. The engineers from Eaton will be on line for this meeting as well. Thanks a lot Bob.

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VMV & EVMV
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Phone: (313) 32-25718
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From: Dalbo, Bob (R.J.)
Sent: Wednesday, October 23, 2002 12:47 PM
To: McCarthy, Fran (F.); Fiorini, John (J.J.); Gilbert Fournelle
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
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Fran/John,

There are still two possible reasons for these VMV replacements:

- 1) Dealers are erroneously replacing them
- 2) The part specifications that influence stalling are not defined or inadequately defined.

We have already discovered one part (an evap system check valve) where reason 2 caused stalls.

We look forward to your participation in our 2:00 Thursday stall meeting. This week's meeting will be strictly call-in since the calibration team is at APG. Gilbert Fournelle will send out the meeting notice shortly.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31788
Pager: (313) 785-2858 Email: rdalbo@ford.com

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

From: McCarthy, Fran (F.)
Sent: Tuesday, October 22, 2002 6:27 PM
To: Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Florini, John (J.J.); Corbett, Sandra (S.M.)
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); McCarthy, Fran (F.); Dalbo, Bob (R.J.)
Subject: Escape VMV Warranty

I am sending you the following documents relative to Escape VMV Warranty

1. Top 20 Customer Concern Codes for -9C915-. You will notice that "Stall" is No. 2 on the list (TSB 02-11-8 for IAC replacement also includes VMV replacement).
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<< File: 2001 2002 TOP NCC 9C915.xls >>

<< File: Dealer Parts Return List.xls >>

That's all for now.

Fran McCarthy St. Clair (fmccarth)

VMV & EVMV

Outfitter Stationery Components

Phone: (313) 32-25718

Fax (313) 84-50578

E-Mail: fmccarth@ford.com

From: Dalbo, Bob (R.J.)
Sent: Wednesday, October 23, 2002 2:54 PM
To: McCarthy, Fran (F.)
Subject: FW: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings

Again, a mixup in the meeting notice. Here is the correct one.




Updated: 3.0L U204
Phantom sta...

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: Dalbo, Bob (R.J.)
Sent: Wednesday, October 23, 2002 1:40 PM
To: McCarthy, Fran (F.)
Cc: Fournelle, Gilbert (G.)
Subject: RE: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings

Fran,
Here is the info on the Escapetail meeting:

 
Updated: 3.0L U204/U204 Phantom stall
Phantom sta... 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: McCarthy, Fran (F.)
Sent: Tuesday, October 22, 2002 3:19 PM
To: Dalbo, Bob (R.J.)
Cc: Fournelle, Gilbert (G.)
Subject: RE: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings

The Escape Stall Team Meeting. Which date/time is that meeting held?

Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
Outfitter Stationary Components
Phone: (313) 32-26718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, October 22, 2002 11:35 AM
To: McCarthy, Fran (F.)
Cc: Gilbert Fournelle
Subject: RE: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings

Fran,
Which meeting would you like to discuss it at? This one, or the U204 stall meeting (2:00 Thursdays)?

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 Appointment-----

From: McCarthy, Fran (F.) On Behalf Of Parisi, Lourdes-Arnica (L.A.)
Sent: Tuesday, October 22, 2002 8:30 AM
To: Dalbo, Bob (R.J.); Fiorini, John (J.J.); Boggs, Dave (D.L.); Hansen, George (G.C.); Corbett, Sandra (S.M.)
Subject: FW: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings
When: Occurs every Wednesday effective 1/16/02 from 8:00 AM to 9:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: TEE - Conference Room No. 1

Bob,
I spoke with Bob Fascetti this a.m. I would like to put on the agenda for the next subject meeting the discussion of TSB 02-11-06 for Stalls. I am particularly interested in discussing the VMVs contribution to the stalls issue. My dealer field returns show a large percentage of the VMVs are being replaced due to this Stall TSB. Thanks.

-----Original Appointment-----

From: McCarthy, Fran (F.) On Behalf Of Parisi, Lourdes-Arnica (L.A.)
Sent: Tuesday, October 22, 2002 8:25 AM
To: McCarthy, Fran (F.)
Subject: FW: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings
When: Occurs every Wednesday effective 1/16/02 from 8:00 AM to 9:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: TEE - Conference Room No. 1

-----Original Appointment-----

From: Parisi, Lourdes-Arnica (L.A.)
Sent: Thursday, January 10, 2002 10:53 AM
To: Fascetti, Bob (R.J.); Klar, Jerry (G.T.); Fascetti, Bob (R.J.); Dakhlallah, Hassan (H.A.); Sloan, Burt (B.E.); Dennis, Matt (M.A.); Ward, Shelia (S.A.); Whitehead, Joe (J.P.); Fournelle, Gilbert (G.); Boyk, Greg (G.J.); Adams, Kerry (K.N.); Matkovich, Dale (D.M.); Sabir, Scott (S.M.); Holman, Michael (M.V.); Corbett, Sandra (S.M.); Schmirer, Gregory (G.A.)
Subject: Outfitters & Ranger Engine Hesitation/Surge & Stall Affinity Team Meetings
When: Occurs every Wednesday effective 1/16/02 from 8:00 AM to 9:30 AM (GMT-05:00) Eastern Time (US & Canada).
Where: TEE - Conference Room No. 1

Starting Wednesday, February 20, these meetings will be every week.

Subject: Updated: 3.0L U204 Phantom stall meeting
Location: TEE CRM1

Start: Thu 10/24/2002 2:00 PM
End: Thu 10/24/2002 3:00 PM
Show Time As: Tentative

Recurrence: Weekly
Recurrence Pattern: every Thursday from 2:00 PM to 3:00 PM

Meeting Status: Not yet responded

Required Attendees: Altonian, Don (D.J.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogerna, John (P.); Gary Powell (E-mail); Chick, John (J.); Chin, Ming-Niu (M.N.); Chin, Daniel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); Duvall, Allen (A.W.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Goodwin, William (W.R.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); Jones, Andy; Jordan, Donald (D.E.); Kanal, Shirji (S.); Khan, Naveed; Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Lawler, Dave (D.A.); Le, Dzong (D.H.); Lintico, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Marianos, Tom (T.E.); Matessa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); McDonald, John; McGee, Brett (B.L.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nakano, Hideki (H.); Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Aiden (A.P.); Rothweiler, Daniel (D.); Shah, Kiran (K.C.); Shiralehi, Masaru (M.); Shigenbauer, Jeffrey (J.R.); Suarez, Rhoe (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.)

Optional Attendees: Hofman, Michael (M.V.)

I made a mistake in the previous meeting notice (it was one continuous meeting instead of a weekly 1 hour meeting). Sorry for the inconvenience.

Meeting agenda and meeting minutes will be send separately on a weekly basis.

toll free: 1-888-227-7015
Ford net: 954-1208
international: 1-630-893-8145

pass code: 8402370#
moderator code: 3457370

Subject: Updated: 9.0L U204 Phantom stall meeting
Location: TEE CR#1

Start: Thu 10/24/2002 2:00 PM
End: Thu 12/18/2002 3:00 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Ahoonlan, Don (D.J.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Cary Powell (E-mail); Chick, John (J.); Chih, Ming-Nlu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Duvall, Allen (A.W.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Goldhale, Renuka (R.V.); Goodwin, William (W.R.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Ichikawa, Jyunichiro (J.); Jensen, Ted (T.E.); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); Khan, Naveed; Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Lawler, Dave (D.A.); Le, Dzong (D.H.); Linteco, Steven (S.); Linds, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Marianos, Tom (T.E.); Matesa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); McDonald, John; McGee, Brett (B.L.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nakano, Hideki (H.); Nematollahi, Sorya (S.); Nikolai, bernie; Noteboom, Jim (J.E.); Ortmann, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Aiden (A.P.); Rothweiler, Daniel (D.); Shah, Kiran (K.C.); Shirahhi, Masaru (M.); Stiggenbauer, Jeffrey (J.R.); Suarez, Rhas (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.)

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toll free: 1-866-227-7015
Ford net: 954-1206
International: 1-830-893-8145

pass code: 8402370#
moderator code: 3457370

From: Dan Rothweiler [DRothwei@mazdausa.com]
Sent: Wednesday, October 23, 2002 2:54 PM
To: Dalbo, Bob (R.J.)
Subject: RE: Escape VMV Warranty

Bob, Yes that is the case. I'll be on the call tomorrow to discuss if necessary.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

<http://www.mazdausa.com/mazda6>

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Wednesday, October 23, 2002 1:03 PM
To: McCarthy, Fran (F.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); 'marchsanderson@eaton.com'; 'halilerol@eaton.com'; Rothweiler, Daniel (D.)
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
Subject: RE: Escape VMV Warranty

Fran,
I believe Dan Rothweiler of Mazda confirmed that the VMV discussed here did in fact cause stalling on that vehicle. We have shown via simulation that the VMV can cause a stall if it sticks shut and pops open after its input duty cycle has ramped high. We will be happy to discuss this and the diagnostic in the TSB this Thursday.

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:** McCarthy, Fran (F.)
> **Sent:** Wednesday, October 23, 2002 12:55 PM
> **To:** Dalbo, Bob (R.J.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); 'marchsanderson@eaton.com'; 'halilerol@eaton.com'
> **Cc:** Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.);

Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.);
 Corbett,
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 > Subject: RE: Escape VMV Warranty
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 > Bob,
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 > Thanks a lot Bob.
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 > Fran McCarthy St. Clair (fmccarth)
 > VMV & EVMV
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 > Phone: (313) 32-25718
 > Fax: (313) 84-50578
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 >
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 > Sent: Wednesday, October 23, 2002 12:47 PM
 > To: McCarthy, Fran (F.); Fiorini, John (J.J.); Gilbert Fournelle
 > Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug
 (D.J.);
 Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.);
 Corbett,
 Sandra (S.M.)
 > Subject: RE: Escape VMV Warranty
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 > Fran/John,
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 > There are still two possible reasons for these VMV replacements:
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 > 1) Dealers are erroneously replacing them
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> From: McCarthy, Fran (F.)
> Sent: Tuesday, October 22, 2002 6:27 PM
> To: Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Fiorini, John
> (J.J.);
> Corbett, Sandra (S.M.)
> Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug
> (D.J.);
> Boggs, Dave (D.L.); McCarthy, Fran (F.); Dalbo, Bob (R.J.)
> Subject: Escape VMV Warranty
>
> I am sending you the following documents relative to Escape VMV
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>
> 1. Top 20 Customer Concern Codes for -9C915-. You will notice
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> << File: 2001 2002 TOP NCC 9C915.xls >> <<
> File:
> Dealer Parts Return List.xls >>
>
> That's all for now.

>
> Fran McCarthy St. Clair (fmccarth)
> VMV & EVMV
> Outfitter Stationery Components
> Phone: (313) 32-25718
> Fax: (313) 84-50578
> E-Mail: fmccarth@ford.com
>
>

From: Dalbo, Bob (R.J.)
Sent: Wednesday, October 23, 2002 2:57 PM
To: Rothweiler, Daniel (D.)
Cc: Lintiac, Steven (S.)
Subject: RE: Escape VMV Warranty

Dan,
Please call in if you can. The VMV people seem to strongly feel there is nothing wrong with the part.

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: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Wednesday, October 23, 2002 2:54 PM
To: 'Dalbo, Bob (R.J.)'
Subject: RE: Escape VMV Warranty

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Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
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<http://www.mazdausa.com/mazda6>

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Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
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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-----

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> Sent: Wednesday, October 23, 2002 12:55 PM

> To: Dalbo, Bob (R.J.); Fiorini, John (J.J.); Fournelle, Gilbert (G.);

'marchsanderson@eaton.com'; 'halilerol@eaton.com'

> Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.);

Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.);

Corbett,

Sandra (S.M.)

> Subject: RE: Escape VMV Warranty

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> Thanks a lot Bob.

>

> Fran McCarthy St. Clair (fmccarth)

> VMV & EVMV

> Outfitter Stationery Components

> Phone: (313) 32-25718

> Fax: (313) 84-50578

> E-Mail: fmccarth@ford.com

>

>

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

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

> Sent: Wednesday, October 23, 2002 12:47 PM

> To: McCarthy, Fran (F.); Fiorini, John (J.J.); Gilbert Fournelle

> Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug

(D.J.);

Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.);

Corbett,

Sandra (S.M.)

> Subject: RE: Escape VMV Warranty

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> We look forward to your participation in our 2:00 Thursday stall meeting.
This week's meeting will be strictly call-in since the calibration team is at APG. Gilbert Fournelle will send out the meeting notice shortly.

>
> 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: McCarthy, Fran (F.)
> Sent: Tuesday, October 22, 2002 6:27 PM
> To: Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Fiorini, John (J.J.); Corbett, Sandra (S.M.)
> Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); McCarthy, Fran (F.); Dalbo, Bob (R.J.)
> Subject: Escape VMV Warranty

>
> I am sending you the following documents relative to Escape VMV Warranty
>
> 1. Top 20 Customer Concern Codes for -9C915-. You will notice that
> "Stall" is No. 2 on the list (TSB 02-11-6 for IAC replacement
> also includes VMV replacement).
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> 2. Dealer parts return list (with symptom) with Eaton test results.
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> dealers are replacing VMVs for Stall issue. Eaton is
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> result of their testing.

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> contamination issues (we opened a number of samples that had just
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> so that we can test them in-vehicle. We intend to verify whether the
staged failures are indeed responsible for what the dealers are seeing.
(Our team was surprised with the Siemens VMVs
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>
> << File: 2001 2002 TOP NCC 9C915.xls >> <<
File:
Dealer Parts Return List.xls >>
>
> That's all for now.
>
> Fran McCarthy St. Clair (fmccarth)
> VMV & EVMV
> Outfitter Stationery Components
> Phone: (313) 32-25718
> Fax: (313) 84-50578
> E-Mail: fmccarth@ford.com
>
>

From: Dan Rothweiler [DRothwei@mazdausa.com]
Sent: Wednesday, October 23, 2002 3:36 PM
To: 'Dalbo, Bob (R.J.)'
Subject: RE: Escape VMV Warranty

Will do. BTW I spoke with a tech yesterday who has found another one.
I'll try to get more details.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

<http://www.mazdausa.com/mazda6>

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Wednesday, October 23, 2002 2:57 PM
To: Rothweiler, Daniel (D.)
Cc: Limtiaco, Steven (S.)
Subject: RE: Escape VMV Warranty

Dan,
Please call in if you can. The VMV people seem to strongly feel there is nothing wrong with the part.

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: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Wednesday, October 23, 2002 2:54 PM
To: 'Dalbo, Bob (R.J.)'
Subject: RE: Escape VMV Warranty

Bob, Yes that is the case. I'll be on the call tomorrow to discuss if necessary.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

http://www.mazdausa.com/mazda6

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Wednesday, October 23, 2002 1:03 PM
To: McCarthy, Fran (F.); Fiorini, John (J.J.); Fournelle, Gilbert (G.);
'marchsanderson@eaton.com'; 'halilerol@eaton.com'; Rothweiler, Daniel
(D.)
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.);
Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.);
Corbett,
Sandra (S.M.)
Subject: RE: Escape VMV Warranty

Fran,
I believe Dan Rothweiler of Mazda confirmed that the VMV discussed here
did
in fact cause stalling on that vehicle. We have shown via simulation
that
the VMV can cause a stall if it sticks shut and pops open after its
input
duty cycle has ramped high. We will be happy to discuss this and the
diagnostic in the TSB this Thursday.

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: McCarthy, Fran (F.)
> Sent: Wednesday, October 23, 2002 12:55 PM
> To: Dalbo, Bob (R.J.); Fiorini, John (J.J.); Fournelle, Gilbert
(G.);
'marchsanderson@eaton.com'; 'halilerol@eaton.com'
> Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug
(D.J.);
Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.);
Corbett,
Sandra (S.M.)
> Subject: RE: Escape VMV Warranty
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> that stall problem on the Tribute but it was not the VMV. We should
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> Thanks a lot Bob.
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(Our team was surprised with the Siemens VMVs
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> << File: 2001 2002 TOP NCC 9C915.xls >> <<
File:
Dealer Parts Return List.xls >>
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> That's all for now.
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> Fran McCarthy St. Clair (fmccarth)
> VMV & EVMV
> Outfitter Stationery Components
> Phone: (313) 32-25718
> Fax: (313) 84-50578
> E-Mail: fmccarth@ford.com
>
>

From: Erol, Halil [HalilErol@eaton.com]
Sent: Wednesday, October 23, 2002 3:47 PM
To: Dalbo, Bob (R.J.); McCarthy, Fran (F.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); Sanderson, Marc H; Rothweiler, Daniel (D.)
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
Subject: RE: Escape VMV Warranty

Fran,
Per my explanation at EATON yesterday, the positive pressure from the canister port to the engine port of any VMV should not exceed 18-19 in of H2O pressure. Spec is 17.5 in of H2O+. Otherwise, fuel tank will overflow through canister to the manifold of engine.
Halil Erol

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Wednesday, October 23, 2002 1:03 PM
To: McCarthy, Fran (F.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); Sanderson, Marc H; Erol, Halil; Rothweiler, Daniel (D.)
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
Subject: RE: Escape VMV Warranty

Fran,
I believe Dan Rothweiler of Mazda confirmed that the VMV discussed here did in fact cause stalling on that vehicle. We have shown via simulation that the VMV can cause a stall if it sticks shut and pops open after its input duty cycle has ramped high. We will be happy to discuss this and the diagnostic in the TSB this Thursday.

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:** McCarthy, Fran (F.)
> **Sent:** Wednesday, October 23, 2002 12:55 PM
> **To:** Dalbo, Bob (R.J.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); 'marchsanderson@eaton.com'; 'halilerol@eaton.com'
> **Cc:** Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
> **Subject:** RE: Escape VMV Warranty
>

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> 2:00 meeting tomorrow. The engineers from Eaton will be on line for this meeting as well.

> Thanks a lot Bob.

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> Fran McCarthy St. Clair (fmccarth)
> VMV & EVMV
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> Fax: (313) 84-50578
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>
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> -----Original Message-----

> From: Dalbo, Bob (R.J.)
> Sent: Wednesday, October 23, 2002 12:47 PM
> To: McCarthy, Fran (F.); Fiorini, John (J.J.); Gilbert Fournelle
> Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.);
Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.);
Corbett,
Sandra (S.M.)

> Subject: RE: Escape VMV Warranty

>
> Fran/John,

> There are still two possible reasons for these VMV replacements:

> 1) Dealers are erroneously replacing them

> 2) The part specifications that influence stalling are not defined or inadequately defined.

> We have already discovered one part (an evap system check valve) where reason 2 caused stalls.

> We look forward to your participation in our 2:00 Thursday stall meeting.

This week's meeting will be strictly call-in since the calibration team is at APG. Gilbert Fournelle will send out the meeting notice shortly.

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

> From: McCarthy, Fran (F.)
> Sent: Tuesday, October 22, 2002 6:27 PM
> To: Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Fiorini, John

{J.J.};
Corbett, Sandra (S.M.)
> Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug
{D.J.};
Boggs, Dave (D.L.); McCarthy, Fran (F.); Dalbo, Bob (R.J.)
> Subject: Escape VMV Warranty
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> I am sending you the following documents relative to Escape VMV
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> 1. Top 20 Customer Concern Codes for -9C915-. You will notice
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> << File: 2001 2002 TOP NCC 9C915.xls >> <<
File:
Dealer Parts Return List.xls >>
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> That's all for now.
>
> Fran McCarthy St. Clair (fmccarth)
> VMV & EVMV
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> Phone: (313) 32-25718

> Fax: (313) 84-50578
> E-Mail: fmccarth@ford.com
>
>

From: McCarthy, Fran (F.)
Sent: Wednesday, October 23, 2002 4:23 PM
To: Mancini, Doug (D.J.); Dalbo, Bob (R.J.)
Cc: Florini, John (J.J.); Boggs, Dave (D.L.); Hansen, George (G.C.); McCarthy, Fran (F.)
Subject: RE: Escape VMV Warranty

If this is the case where the calibration in the vehicle had to be updated, replacing the VMV was not going to solve this type of problem. This vehicle that Bob Dalbo was working on, a Tribute, is later than 1999 MY, so the calibration correction should have been in place already.

Doug, could you please dial-in to the Hee/Stall Meeting tomorrow, Thursday, at 2:00. The call-in numbers are as follows. Thanks much.

Toll free: 1-888-227-7015
Ford net: 954-1206
International: 1-630-693-6145

Pass code: 8402370#
Moderator code: 3457370

*Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
Outfitter Stationery Components
Phone: (313) 32-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com*

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

From: Mancini, Doug (D.J.)
Sent: Wednesday, October 23, 2002 4:03 PM
To: McCarthy, Fran (F.)
Subject: RE: Escape VMV Warranty

I think it was 99 model year.

Regards,
Doug Mancini
Evaporative Emission Control Systems Technical Specialist
Phone: 313.390.2388 Fax: 313.845.8803 Pager: 313.754.4029
Text Page: 3137544029@alphapage.airtouch.com
FPC-A Bldg. Mail Drop 02 Cubicle 1AH08
GCE/CAPE-Exhaust Aftertreatment and Emissions Compliance Department
CDSID: DMANCINI Email: dmancini@ford.com

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

From: McCarthy, Fran (F.)
Sent: Wednesday, October 23, 2002 3:34 PM
To: Mancini, Doug (D.J.)
Subject: RE: Escape VMV Warranty

When did this happen, Doug? What Model Year is affected?

*Fran McCarthy St. Clair (fmccarth)
VMV & EVMV*

Outfitter Stationery Components
Phone: (313) 32-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com

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

From: Mancini, Doug (D.J.)
Sent: Wednesday, October 23, 2002 1:09 PM
To: McCarthy, Fran (F.); Dalbo, Bob (R.J.)
Cc: Coryea, Kevin (K.W.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Fiorini, John (J.J.)
Subject: RE: Escape VMV Warranty

Fran and Bob,

In the recent past, we had a stalling issue with the Eaton vrvs. The root cause was the hysteresis changed. The valves that we calibrated with had high hysteresis and we calibrated fn631 to close the valves quickly. Then the vrvs changed. The production valves had low hysteresis. The low hysteresis and the fast ramp downs of fn631 caused the vrvs to close too quickly which caused the Escorts to lean stall, repeatedly. The fix was a recal of fn631.

I think the supplier never was punished for the change without an SREA. The Eaton personnel we worked with on this stall are gone from Eaton and I don't have any of the old data.

Regards,

Doug Mancini

Evaporative Emission Control Systems Technical Specialist
Phone: 313.390.2388 Fax: 313.845.8803 Pager: 313.754.4029
Text Page: 3137544029@alphapage.airtouch.com
FPC-A Bldg. Mail Drop 02 Cubicle 1A106
GCE/CAPE-Exhaust Aftertreatment and Emissions Compliance Department
CDSID: DMANCINI Email: dmancini@ford.com

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

From: McCarthy, Fran (F.)
Sent: Wednesday, October 23, 2002 12:55 PM
To: Dalbo, Bob (R.J.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); marchesanderson@eaton.com; thallerof@eaton.com
Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
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-----Original Message-----

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Sent: Wednesday, October 23, 2002 12:47 PM
To: McCarthy, Fran (F.); Fiorini, John (J.J.); Gilbert Fournelle

Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug (D.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Corbett, Sandra (S.M.)
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-----Original Message-----

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Sent: Tuesday, October 22, 2002 6:27 PM
To: Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Florini, John (J.J.); Corbett, Sandra (S.M.)
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<< File: 2001 2002 TOP NOC 9C915.xls >>

<< File: Dealer Parts Return List.xls >>

That's all for now.

Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
Outfitter Stationery Components
Phone: (313) 92-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com

From: Altoonian, Don (D.J.)
Sent: Thursday, October 24, 2002 12:49 AM
To: Fascetti, Bob (R.J.); 'BDyke@visteon.com'; 'SMarsha1@visteon.com'; 'SYoakum@visteon.com'; Woodings, Andrew (A.T.)
Cc: Nichols, Ellen (E.G.); Hughes, Jeff (J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Ray, Charles (C.); Hansen, George (G.C.); Moorhouse, Scott (S.R.)
Subject: RE: Escape MAF sensor with misplaced gasket

Thank you Bob.

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

From: Fascetti, Bob (R.J.)
Sent: Wednesday, October 23, 2002 7:05 AM
To: 'BDyke@visteon.com'; 'SMarsha1@visteon.com'; 'SYoakum@visteon.com'; Woodings, Andrew (A.T.)
Cc: Nichols, Ellen (E.G.); Hughes, Jeff (J.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Ray, Charles (C.); Hansen, George (G.C.); Moorhouse, Scott (S.R.)
Subject: RE: Escape MAF sensor with misplaced gasket

It's time to change this design. The gasket needs to be captured by the fasteners. Lets get this done now, please. We've been thru it, and know what to do.

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

From: Moorhouse, Scott (S.R.)
Sent: Tuesday, October 22, 2002 7:21 PM
To: 'BDyke@visteon.com'; 'SMarsha1@visteon.com'; 'SYoakum@visteon.com'; Woodings, Andrew (A.T.)
Cc: Nichols, Ellen (E.G.); Hughes, Jeff (J.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Ray, Charles (C.); Moorhouse, Scott (S.R.); Hansen, George (G.C.)
Subject: Escape MAF sensor with misplaced gasket

Attached find pictures of MAF sensor easy captured at KCAP today (rolls test failure) for maf gasket mispositioned in easy.

The MAF is not only one of the top ten contributors to check engine light on the vehicle, but this exact condition has been shown to be responsible for vehicle stalls in the field.

This gasket was grossly mispositioned, and as such, was captured at EOL for a MAF fault. Our EOL will not capture all of these faults. For this reason, I am requesting that Sandusky be represented at KCAP Friday, Nov. 8 (next Escape Powertrain report out to Plant Management) to present six panel on containment and corrective action.

Ellen Nichols, Jeff Hughes, as we have captured this issue before at KCAP, and it is perhaps our only stalls contributor which is not satisfactorily closed, I would presume that you would support this approach. I have the part in question.

<< File: MVC-008F.JPG >> << File: MVC-010F.JPG >> << File: MVC-017F.JPG >> << File: MVC-018F.JPG >> << File: MVC-019F.JPG >>

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

From: Dalbo, Bob (R.J.)
Sent: Thursday, October 24, 2002 12:29 PM
To: Rothweiler, Daniel (D.)
Cc: Altoonian, Don (D.J.)
Subject: RE: Parts

Dan,
I heard that Don showed her that she was mistaken.

Don,
Is that correct?

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: Dan Rothweiler [<mailto:DRothwei@mazdausa.com>]
Sent: Wednesday, October 23, 2002 5:01 PM
To: 'Bob Dalbo'
Subject: FW: Parts

Bob, I never did get a reply from Fran about this. I wonder why?

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

<http://www.mazdausa.com/mazda6>



-----Original Message-----
From: Dan Rothweiler

Sent: Tuesday, September 24, 2002 11:24 AM

To: 'McCarthy, Fran (F.); Dalbo, Bob (R.J.); Dan Rothweiler

Cc: Fournelle, Gilbert (G.); Altoonlan, Don (D.J.); Steven Limtlaco; Chris Capuzzo; George Golfieri

Subject: RE: Parts

Fran,

Here are some more facts about this Tribute. Out of the 3 visits to the dealer, none of them had a loose gas cap found or the complaint of the fuel cap off light having been on. If the VMV were to intermittently stick closed or if it were to leak vapors while it is closed after the customer refueled I believe that the P0457 would set in memory. Isn't this true? I have repaired at least 5 Tribute's with P0457 alone and only a few that came in with P0455 as well on previous visits. Not all of these vehicles were failing the WDS evaporative test when tested. Some of them would fail every other time and some didn't fail at all. All were corrected with VMV replacement. There have also been cases of P0457 alone that the root cause was found to be a melted or rodent damaged VMV vacuum line. Once the line was repaired the problem was corrected as well. Why was there not a P0455 in this case? Please help me to understand this logic better if I have missed anything here.

We do have an internal document that outlines our B-Series P0457 logic but we don't have any similar document on Tribute.

Here it is:

The "Check Fuel Cap" indication occurs during the first driving cycle during which the evaporative monitor runs, unlike the "Check Engine" MIL which requires two driving cycles for illumination.

The following are typical entry conditions for Evap Monitor:

- * 15-85% fuel fill in fuel tank
- * Barometric pressure greater than 22" Hg (below 8,000 ft altitude)
- * At least 6 hours, engine-off soak
- * Ambient air temperature between 40F and 110F
- * Vehicle speed steady between 40 mph and 80 mph
- * Engine load less than 70%
- * Purge duty cycle greater than 75%
- * Time since engine start between 330 sec and 2400 sec
- * Fuel Tank pressure between 17" H2O and 3" H2O
- * Refueling event to store the unique P0457 DTC (refueling event is defined as an increase in fuel fill at power-up by at least 20% since last engine-off event).

There are a few conditions which may occur that will delay setting the "Check Fuel Cap" light, even if cap is off. Those conditions are as follow:

- * Fuel tank level is greater than 85% full
- * Customer never reaches a steady cruise above 40 mph within 30 minutes of engine start.
- * Engine off for less than 5 1/2 minutes or more than 6 hours.

Any of these conditions could result in a delay of "Check Fuel Cap" indication. This means the indication of a fuel cap off can occur several days after the customer fills up. The "Check Fuel Cap" light will go off after the fuel cap is replaced.

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: McCarthy, Fran (F.) [mailto:fmccarth@ford.com]
Sent: Tuesday, September 24, 2002 7:39 AM
To: Dalbo, Bob (R.J.); Rothweiler, Daniel (D.)
Cc: Fournelle, Gilbert (G.); Florini, John (J.J.); Dumler, Jeff (J.D.);
Tome, Reni (R.M.); Boose, Marshs (M.L.); Altonian, Don (D.J.);
Whitworth, Rudy (A.R.); Zaghari, Z. (.); McCarthy, Fran (F.)
Subject: RE: Parts

Gentlemen:

The P0457 DTC is for the gas cap light on (strategy). There was no need to replace any parts once you cleared the DTC and ran the evap test and no DTCs were found.

The whole point of adding this light on the dash was to avoid unnecessary warranty by pinpointing whether the customer forgot to reinstall their gas cap. We need to get customers used to seeing this gas cap light on much the same as the "door ajar" light on the dash panel. The customers don't come into the dealer when the "door ajar" light is illuminated.

I have written a Special Service Message (SSM) that addresses this problem. Look for it shortly.

Fran McCarthy St. Clair (fmccarth)
U152 & P207 EVMV D&R
Stationery Components/Outfitters
Phone: (313) 32-25718
Fax: (313) 32-31153
E-Mail: fmccarth@ford.com

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Monday, September 23, 2002 5:47 PM
To: Rothweiler, Daniel (D.); Dalbo, Bob (R.J.)
Cc: Fournelle, Gilbert (G.); McCarthy, Fran (F.)
Subject: RE: Parts

Thanks, Dan. We'll call Fran as soon as the parts get here.

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: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Monday, September 23, 2002 5:24 PM
To: 'Bob Dalbo'
Cc: 'Gilbert Fournelle'
Subject: Parts

Bob, I sent the PCM to you today for delivery on Wednesday. I sent it FEDEX. Along with it you will find the VMV that I replaced from the vehicle that I was talking about on last weeks conference call. Please get the VMV to Fran McCarthy ASAP. The PCM set P0457 code for small evaporative leak and essentially couldn't be diagnosed by the technician. The WDS Evap test passed every time. The system was tested with a smoke machine and no leaks were present. I believe that the VMV was causing the DTC as I have fixed these types of situations before with VMV replacement. Also this vehicle was in some time ago for a stall on decel and the dealer did the calibration and the TSB so the VMV may be the root of that as well.

Let me know if you have any questions.

Daniel H. Rothweller
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

From: McCarthy, Fran (F.)
Sent: Monday, October 28, 2002 4:14 PM
To: 'marcheanderson@eaton.com'; 'halilero@eaton.com'
Cc: Corbett, Sandra (S.M.); Hansen, George (G.C.); Abbasi, Bezel (B.A.); Florini, John (J.J.); Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.)
Subject: Escape Field Returns

Marc & Hall:

I am sending you the latest list of Eaton VMV parts that were returned by the dealership. I dropped off 4 boxes of returned parts to you earlier this a.m. for testing.

I also poked up #37 from the Bob Dalbo vehicle (Eaton tested it "good") and brought it to Central Lab for x-ray. Don Altoonian has offered up an Escape that we can test this VMV on (after the x-ray) along with a heads-up VDR display to try to recreate the "stall" issue.

That's all for now.


Dealer Parts Return
List.xls

*Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
Outfitter Stationary Components
Phone: (313) 32-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com*

**ESCAPE VAPOR MANAGEMENT VALVE (9C916)
DEALER PARTS RETURN LIST**

TRACKING NUMBER	M.Y.	VEH.	POP	DOR	MILES	STATE	SYMPTOM	VIN	EATON CODE	COMMENTS	EATON TEST RESULTS
8		4X2	1/24/2001	8/9/2002	27827	MO	STALL	1FMYU03191KCF9708	1A0818	FILTER DIRTY; GREEN DOT ON PORT	GOOD, 2 PCS. REPLACED
9		4X2	1/23/2002	8/17/2002	28888	NC	P0455/P0457	1FMYU03182KB98612	1M1418	FILTER DIRTY; GREEN DOT ON PORT	GOOD, 2 PCS. REPLACED
10		4X4	9/14/2001	7/23/2002	35734	MI	P0455/P0457	1FMYU04168KA38881	1H0814	FILTER DIRTY; GREEN DOT ON PORT	FM, NO LEAK
11		4X4	12/18/2001	10/1/2002	8199	OH	MIL NO DTC-STALL TSB	1FMYU04182KB87241	1M0802	FILTER DIRTY; GREEN DOT ON PORT	FM, FILTER IMP., 5 PCS
12		4X4	3/15/2001	8/24/2002	30278	PA	STALL TSB	1FMCU041X1KA88829	1M2808	FILTER CLEAN, GREEN DOT ON PORT	GOOD, 4 PCS. REPLACED
13		4X4	10/26/2001	9/29/2002	14802	PA	STALLS TSB	1FMCU041884801889	1K1818	FILTER CLEAN, GREEN DOT ON PORT	GOOD, 3 PCS. REPLACED
14				9/27/2002		NC	?	?	1C0708	FILTER DIRTY; GREEN DOT ON PORT	GOOD
15	2001	4X2	8/6/2000	9/17/2002	25107	AL	MIL-P0304	1FMYU03181KCE77847	0H0808	FILTER & BELOW DIRTY; GREEN DOT ON PORT	FM, NO LEAK, REPLACED 8 PCS
16	2002	4X2	8/8/2001	8/27/2002	28480	CA	MIL-P0457	1FMYU03152KA9701	1H2808		FM
17	2001	4X2	8/25/2001	8/27/2002	41577	CA	STALLS TSB	1FMCU03101KCA41398	1F1108		GOOD, 4 PCS. REPLACED
18	2001	4X4	10/23/2000	10/1/2002	29711	MO	MIL-P0455	1FMYU04181KCF32551	2H0818		OPENED; 3 PCS. REPLACED
19	2001	4X4	2/1/2001	10/7/2002	94244	OH	DOS-DIFFICULT OR SLOW	1FMYU02191KA88827	1A2210		GOOD, 4 PCS. REPLACED
20	2001	4X2	7/24/2001	9/30/2002	22251	TX	STALLS TSB	1FMYU03171KCC8464	1G1710		GOOD, 4 PCS. REPLACED
21	2002	4X4	11/28/2001	8/23/2002	8385	MA	STALLS TSB P0302	1FMYU04102KB897842	1L1902		GOOD, 5 PCS. REPLACED
22	2002	4X2	8/20/2002	8/25/2002	1248	KS	MIL-P0452	1FMYU05112KB88083	2F1324		GOOD
23	2002	4X2	8/4/2001	10/1/2002	3384	GA	STALLS TSB	1FMYU03182KA38182	1H2218		GOOD, FILTER IMP., 3 PCS.
24	2002	4X2	10/8/2001	10/1/2002	14593	AL	STALLS TSB	1FMYU031X2KA78948	1J1818		GOOD, 2 PCS. REPLACED
25	2001	4X4	2/28/2001	9/23/2002	18888	IA	MIL-P0457	1FMYU02101KA80708	1B1323		OPENED-FINCHED DIA.; 2 PCS.
26	2001	4X2	11/19/2000	10/1/2002	27011	SC	STALLS TSB	1FMYU03121KCF4402	DL0807		GOOD, 4 PCS. REPLACED
27	2002	4X2	8/9/2001	10/7/2002	30388	OH	STALLS TSB	1FMYU031X2KA14488	1H0124		GOOD, 2 PCS. REPLACED
28	2001	4X4	7/18/2000	10/4/2002	89445	DE	STALLS TSB	1FMYU04111KCB1587	0F1804		GOOD
29	2001	4X4	7/9/2001	9/18/2002	32932	NM	STALLS TSB	1FMCU04181KCB5844	1G1318		GOOD, FILTER IMP., 4 PCS.
30	2001	4X4	4/10/2001	8/24/2002	14561	NY	STALLS TSB	1FMCU04181KCB7251	1D0805		GOOD
31				10/3/2002	25995	OH	?	?	2E2901		GOOD
32	2001	4X4	8/25/2000	9/19/2002	8945	PA	MOLES ROUGH/STALL TSB	1FMYU04121KCB87432	0J1414		GOOD, 4 PCS. REPLACED
33	2001	4X2	1/17/2001	8/19/2002	28889	PA	MIL-P0402/STALL TSB	1FMYU03151KCF8898	0M1902		GOOD, 5 PCS. REPLACED
34	2001	4X4	4/27/2001	9/18/2002	21717	PA	STALLS TSB/P0402	1FMCU04181KCB1887	1D1105		GOOD, 4 PCS. REPLACED
35	2001	4X4	8/28/2001	9/28/2002	12524	WY	MIL-P0405/WIDE-SMOKE	1FMYU04101KCB8734	1F1802		GOOD, FILTER IMP., 2 PCS.
36	2002	4X4	5/13/2002	8/23/2002	4130	KO	MIL-P0448	1FMYU04162KCB81818	2D2411		GOOD
37	2002	TRK8		8/18/2002	4172	NJ	MIL-P0457	4P2CUB818	2B2806	BOB DALBO RETURNED FIELD PART	GOOD
38	2002	4X4	11/7/2001	10/2/2002	15894	MI	MIL-P0455	1FMYU04182KB20480	1L0119		GOOD
39	2001	4X2	10/18/2000	9/8/2002	13493	CA	P0457	1FMYU03181KCF3888	0X0202		
40	2002	4X4	10/30/2001	10/11/2002	25827	IA	HES-STALLS TSB	1FMYU04102KB12343	1K1807		
41	2001	4X2	8/29/2001	10/8/2002	34173	MI	STALLS TSB	1FMYU01101KCB78488	0H0818		
42	2001	4X4	7/27/2001	8/30/2002	15825	MI	OTH ENG TRB-STALL TSB	1FMYU02161KCB88289	1G1817		
43	2001	4X4	9/20/2001	10/4/2002	34217	MI	MIL-P0459	1FMCU04181KCB80621	1C0801		
44	2001	4X2	7/19/2001	10/11/2002	23948	MI	MIL-P0457	1FMYU03171KCF8811	0M1904		
45	2002	4X4	10/22/2001	10/9/2002	15140	CO	MIL-P0455	1FMYU03842KA88838	1K1818		
46	2001	4X4	10/18/2000	8/23/2002	29387	CO	STALLS TSB	1FMYU04141KCF8888	0X0201		
47	2002	4X4	1/3/2002	10/3/2002	3724	MI	MIL-P0456	1FMYU04102KB88881	1M1882		
48	2001	4X4	1/24/2001	9/12/2002	17187	PA	P0401-STALL TSB	1FMCU041X1KCF82870	1A0808		
49	2002	4X4	3/28/2002	8/13/2002	4148	PA	STALLS TSB	1FMCU04122KCB8809	2B1921		
50	2002	4X2	3/24/2002	8/24/2002	2800	NJ	STALLS TSB	1FMYU03182KCB88834	2E1420		
51	2002	4X2	8/15/2002	10/11/2002	3008	NC	STALLS TSB	1FMYU031X2KCB84578	3F0117		

Dealer Parts Return List.xls

**ESCAPE VAPOR MANAGEMENT VALVE (9CR15)
DEALER PARTS RETURN LIST**

TRACKING NUMBER	ST. Y.	VEH.	DOP	DOB	MILES	STATE	SYMPTOM	VIN	EATON CODE	COMMENTS	EATON TEST RESULTS
52	2002	4X2	10/1/2001	10/3/2002	22074	TX	MIL-NO CODES	1FMYU031220K468305	1J1018		
53	2001	4X4	8/27/2000	10/7/2002	18143	PA	STALLS TSB	1FMYU041X1K873711	1C0202		
54	2002	4X4	8/13/2001	10/8/2002	8888	IL	P0457-P0306 VPR HOSE	1FMYU04142KA280039	1H0107		
55	2002	4X4	6/25/2002	8/16/2002	1635	MO	STALLS TSB	1FMCU04182KD07349	2F1711		
56	2001	4X2	8/6/2000	10/11/2002	13181	FL	MIL-NO CODES	1FMYU011X1K877282	1J0510		
57	2002	4X4	8/6/2001	9/17/2002	16000	AZ	STALLS TSB	1FMCU04132KA18864	1C3004		
58	2001	4X2	5/30/2001	10/3/2002	15320	AZ	MIL-P0442	1FMYU03121K808230	1E1816		
59	2001	4X2	8/28/2000	9/11/2002	28808	AZ	STALL TSB	1FMYU08181K871884	0F2818		
60	2002	4X2	9/25/2001	10/14/2002	12878	GA	STALLS	1FMYU08152KA51055	1J1021		
61	2001	4X2	1/5/2001	10/17/2002	18065	ND	MIL-P0442	1FMYU03181KA15481	0M1821		
62	2001	4X4	8/31/2001	10/7/2002	14800	PA	STALL TSB-P0455/P0401	1FMCU04101K881289	1E2209		
63	2002	4X4	3/9/2002	10/7/2002	7875	PA	STALL TSB	1FMYU04172KD869439	2B0110		
64	2001	4X4	7/30/2001	10/17/2002	26980	MD	STALL TSB	1FMYU04101K8C87888	1K3318		
65	2002	4X4	12/6/2001	10/14/2002	7089	MI	P0457	1FMCU04112KD878489	1L2814		
66	2002	4X4	8/23/2001	10/2/2002	21827	NE	P0457	1FMYU02122KA31878	1H1416		
67	2001	4X4	3/9/2000	10/2/2002	28137	MI	STALLS	1FMCU04157KD82379	0G0619		
68	2002	4X4	1/11/2002	10/15/2002	6314	NE	MIL-P0442	1FMYU04112K877288	2A0417		
69	2002	4X2	12/20/2001	10/7/2002	27406	SC	STALLS TSB	1FMYU08142KD86990	1M1015		
70	2001	4X2	1/8/2001	8/30/2002	14088	FL	H88/P0457	1FMYU05121KA16748	0M1822		
71	2002	4X2	4/22/2002	0/26/2002	12284	PA	STALLS-TSB	1FMCU01102KD23884	2C1201		
72	2002	4X2	11/21/2002	10/2/2002	13847	GA	STALLS TSB	1FMYU031X2K830825	1L0702		
73	2001	4X2	5/4/2001	8/30/2002	15449	CA	STALLS TSB	1FMYU08121K886891	1C2817		
74	2001	4X4	8/15/2000	8/27/2002	22485	VA	MIL-P0401/P0408	1FMYU04101K883159	0M2208		
75	2001	4X4	2/16/2001	8/23/2002	25940	CT	STALLS TSB/OPN CIRCUIT	1FMCU041X1KA84882	1B0802		
76	2002	4X2	10/8/2001	8/18/2002	15872	TX	MIL-P0458/OVS REF.	1FMYU08102KA82831	1K1809		
77	2002	4X2	10/9/2001	10/12/2002	12499	TX	STALLS TSB	1FMYU03722KA88847	1J2720		
78	2002	4X4	4/8/2002	10/7/2002	8161	KY	MIL-P0442	1FMCU04188KD88837	2C2217		
79	2002	4X4	8/28/2001	10/12/2002	29378	MO	MIL-P0485	1FMYU02112KA85484	1H0811		
80	2002	4X2	8/18/2002	10/3/2002	8779	GA	NO START-STALL TSB	1FMYU08119KD88848	2F1303		
81	2002	4X2	5/20/2002	10/7/2002	4465	TN	STALLS TSB	1FMYU061X2KD87386	2E1419		
82	2001	4X2	1/2/2001	8/20/2002	30260	MI	STALLS TSB	1FMYU06141KP88804	0L3082		
83	2002	4X4	8/27/2002	8/24/2002	8945	MI	MIL-P0442	1FMYU04182KD88178	1Q1717		
84	2002	4X4	10/22/2001	10/18/2002	7921	NJ	MIL-P0401	1FMYU04112KA88881	0G0702		
85	2001	4X4	5/8/2000	10/18/2002	18887	VA	ROUGH IDLE-STALL TSB	1FMYU04131K888823	0F2809		
86	2002	4X2	8/13/2001	10/17/2002	17145	GA	STALLS TSB	1FMYU03188KA88738	1J0518		
87	2001	4X4	12/13/2000	10/4/2002	18847	PA	MIL-NO DTC/STALL TSB	1FMYU04181KP88827	0L1322		
88	2002	4X4	10/25/2001	10/12/2002	4618	PA	STALLS TSB	1FMYU04130KD88048	1F1113		
89	2001	4X4	5/4/2000	8/27/2002	28878	OH	MIL-P0442	1FMYU02131K888171	0G0705		

ERR2-827-C 4887

From: Dalbo, Bob (R.J.)
Sent: Tuesday, October 29, 2002 12:56 PM
To: Yeung, Lem (.); Ortman, James (J.W.)
Co: Jensen, Ted (T.E.); Gilbert Fournelle
Subject: 2003 Cam Cover Baffle Modification

Jim/Lem,

We dynamically tested the cam covers with the 12mm hole in the baffle at APG and found no oil carryover during turning, braking or WOT acceleration. This was also true of the production covers on the vehicle used for the testing. Gilbert Fournelle can provide details of the actual testing if desired.

Based on this and based on the dynamometer oil consumption test results, I recommend we proceed with this change.

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

From: McCarthy, Fran (F.)
Sent: Wednesday, October 30, 2002 10:50 AM
To: Lloyd, John (J.N.); Boggs, Dave (D.L.); Coryea, Kevin (K.W.); McCarthy, Fran (F.); Odum, Ike (I.C.); Altoonian, Don (D.J.); Stuart, Stephanie (S.S.)
Cc: Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Florini, John (J.J.); Abbaal, Basel (B.A.); Whitworth, Rudy (A.R.); Holman, Michael (M.V.); Hansen, George (G.C.); Dumler, Jeff (J.D.); Mancini, Doug (D.J.)
Subject: Failed Eaton VMV from Bob Dalbo - X-Ray Results
Importance: High

BACKGROUND

Bob Dalbo returned Eaton VMV #37 for analysis. VMV was believed to be functioning intermittently causing random stalls on a 3.0L Escape. The VMV was given to Eaton for testing and found to be "good" based on their tests.

X-RAY ANALYSIS

VMV #37 was x-rayed at Ford Central Lab on 30-Oct-2002 by Alex Zinkosky. The VMV was x-rayed (1) "as is" and then (2) after tapping the VMV. His findings are as follows:

1. The diaphragm is warped.
2. The diaphragm is binding up on one side. The diaphragm shifted position after being tapped and moved to a center position.
3. The spring was off-center along with the diaphragm. The spring also moved back to the center position after being tapped.
4. Obvious contaminant was found wrapped around the calibration screw. It did not shift position after being tapped. Contaminant looks like plastic flashing.
5. The Scraeder valve appears to be stuck open. It did not close after being tapped.

NEXT STEPS

This VMV needs a teardown analysis with the right people present. There appears to be several opportunities for black belt projects given the information we found (above). One of the more important projects might well be why Eaton's test equipment did not detect a problem.

I will set up a meeting to discuss dissemination of these projects to the Black Belts (per discussion with Rudy Whitworth this a.m.). In the meantime, I am still receiving 100% of all Eaton VMVs from the field and engineering. I intend to continue this practice; however, I will have a mix of these parts that will be x-rayed (resource considerations at Central Lab) prior to delivery to Eaton. I would suggest that we consider increasing our dialogue with Eaton on a regular basis (as opposed to every 2 weeks) and involve Ford STA (Stephanie Stuart) in this project.

That's all for now.

*Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
Outfitter Stationary Components
Phone: (313) 32-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com*

From: Dalbo, Bob (R.J.)
Sent: Wednesday, October 30, 2002 4:07 PM
To: Bob Fascetti
Cc: Rothweller, Daniel (D.); Gilbert Fournelle
Subject: FW: Failed Eaton VMV from Bob Dalbo - X-Ray Results

Importance: High

Well, well, well. The "TNI" VMV that Dan Rothweller returned for stalling is actually bad.

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: McCarthy, Fran (F.)
Sent: Wednesday, October 30, 2002 10:50 AM
To: Lloyd, John (J.N.); Boggs, Dave (D.L.); Conyca, Kevin (K.W.); McCarthy, Fran (F.); Odum, Ike (I.C.); Altonian, Don (D.J.); Stuart, Stephanie (S.S.)
Cc: Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Fiorini, John (J.J.); Abbas, Basil (B.A.); Whitworth, Rudy (A.R.); Hoffman, Michael (M.V.); Hansen, George (G.C.); Dumler, Jeff (J.D.); Mancini, Doug (D.J.)
Subject: Failed Eaton VMV from Bob Dalbo - X-Ray Results
Importance: High

BACKGROUND

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I will set up a meeting to discuss dissemination of these projects to the Black Belts (per discussion with Rudy Whitworth this a.m.). In the meantime, I am still receiving 100% of all Eaton VMVs from the field and engineering. I intend to continue this practice; however, I will have a mix of these parts that will be x-rayed (resource considerations at Central Lab) prior to delivery to Eaton. I would suggest that we consider increasing our dialogue with Eaton on a regular basis (as opposed to every 2 weeks) and involve Ford STA

(Stephanie Stuart) in this project.

That's all for now.

Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
Outfitter Stationary Components
Phone: (313) 32-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com

From: Dan Rothweiler [DRothwel@mazdausa.com]
Sent: Wednesday, October 30, 2002 5:45 PM
To: 'Dalbo, Bob (R.J.); Bob Fascetti
Cc: Dan Rothweiler; Gilbert Fournelle
Subject: RE: Failed Eaton VMV from Bob Dalbo - X-Ray Results

Amen, I really feel better now. All kidding aside.....

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

<http://www.mazdausa.com/mazda6>

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Wednesday, October 30, 2002 4:07 PM
To: Bob Fascetti
Cc: Rothweiler, Daniel (D.); Gilbert Fournelle
Subject: FW: Failed Eaton VMV from Bob Dalbo - X-Ray Results
Importance: High

Well, well, well. The "TNI" VMV that Dan Rothweiler returned for stalling is actually bad.

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:** McCarthy, Fran (F.)
> **Sent:** Wednesday, October 30, 2002 10:50 AM
> **To:** Lloyd, John (J.N.); Boggs, Dave (D.L.); Coryea, Kevin (K.W.); McCarthy, Fran (F.); Odum, Ike (I.C.); Altoonian, Don (D.J.); Stuart, Stephanie (S.S.)
> **Cc:** Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Fiorini, John (J.J.); Abbasi, Basel (B.A.); Whitworth, Rudy (A.R.); Hofman, Michael (M.V.); Hansen, George (G.C.); Dumler, Jeff (J.D.); Mancini, Doug (D.J.)
> **Subject:** Failed Eaton VMV from Bob Dalbo - X-Ray Results
> **Importance:** High

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> VMV & EVMV

> Outfitter Stationary Components
> Phone: (313) 32-25718
> Fax: (313) 84-50578
> E-Mail: fmccarth@ford.com
>
>

From: McCarthy, Fran (F.)
Sent: Thursday, October 31, 2002 12:38 PM
To: Rothweiler, Daniel (D.); Dalbo, Bob (R.J.); Bob Fascetti
Cc: Fournelle, Gilbert (G.); Altonian, Don (D.J.); McCarthy, Fran (F.)
Subject: RE: Failed Eaton VMV from Bob Dalbo - X-Ray Results

If you find any more suspect VMV's please contact me. I want to have these parts x-rayed before they go to Eaton for testing. Thanks.

Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
Outfitter Stationary Components
Phone: (313) 32-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Thursday, October 31, 2002 12:35 PM
To: 'Dalbo, Bob (R.J.)'; Bob Fascetti
Cc: Gilbert Fournelle; 'Don Altonian'; 'McCarthy, Fran (F.)'
Subject: RE: Failed Eaton VMV from Bob Dalbo - X-Ray Results

Bob, I mentioned this on last weeks conference call. According to one of our technicians, he has a Tribute VMV that was apparently stuck closed. I have requested that part to be shipped to me and I will forward it to you. He also indicated that it wasn't intermittently acting up but stuck all the time. I'll let you know when I ship the VMV to you. I won't be on today's call but I wanted to let you know.

Daniel H. Rothweiler
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<http://www.mazdausa.com/mazda6>

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Sent: Wednesday, October 30, 2002 4:07 PM
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Cc: Rothweiler, Daniel (D.); Gilbert Fournelle
Subject: FW: Failed Eaton VMV from Bob Dalbo - X-Ray Results
Importance: High

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Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

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> From: McCarthy, Fran (F.)
> Sent: Wednesday, October 30, 2002 10:50 AM
> To: Lloyd, John (J.N.); Boggs, Dave (D.L.); Coryaa, Kevin (K.W.); McCarthy, Fran (F.); Odum, Ike (I.C.); Altoonian, Don (D.J.); Stuart, Stephanie (S.S.)
> Cc: Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Fiorini, John (J.J.); Abbasi, Basel (B.A.); Whitworth, Rudy (A.R.); Hofman, Michael (M.V.); Hansen, George (G.C.); Dumler, Jeff (J.D.); Mancini, Doug (D.J.)
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> That's all for now.

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>

>

From: McCarthy, Fran (F.)
Sent: Thursday, October 31, 2002 2:58 PM
To: Rheem, Gary (G.M.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); McCarthy, Fran (F.); Fiorini, John (J.J.); Abbas, Basal (B.A.); Skipton, Ralph (R.D.); Snyder, Robert (R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); 'marchsanderson@eaton.com'; 'hallerol@eaton.com'
Subject: ESCAPE VMV Diagnostic Review
Importance: High
Follow Up Flag: Follow up
Due By: Friday, November 01, 2002 3:00 PM
Flag Status: Flagged

Gary,

I need to use 2 stalls for 2 consecutive days the week of 11/11/02 at QFTF to perform VMV diagnostics on Escape vehicles (3.0L and 2.3L). Included in this request is a need for WDS and Vacu-Tech Smoke detector as well as Technical support.

What days do you have available? Please advise. Thanks.

*Fran McCarthy St. Clair (fmccarth)
VMV & EVMV
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Phone: (313) 32-25718
Fax: (313) 84-50578
E-Mail: fmccarth@ford.com*

From: McCarthy, Fran (F.)
Sent: Thursday, October 31, 2002 3:11 PM
To: 'halliarol@eaton.com'; 'marcheanderson@eaton.com'
Cc: McCarthy, Fran (F.); Fiorini, John (J.J.); Fournelle, Gilbert (G.); Conyee, Kevin (K.W.); Odum, Ike (I.C.); Altoonian, Don (D.J.); Abbasi, Basal (B.A.); Hansen, George (G.C.); Dalbo, Bob (R.J.); Price, Martin (M.)
Subject: Eaton VMV Diagnostic Review
Importance: High
Follow Up Flag: Follow up
Due By: Monday, November 04, 2002 1:00 PM
Flag Status: Flagged

Marc,

We are tentatively setting up the subject review for the week of 11/11/02. You will recall when we met on 10/22/02 that I gave you a list of pre-set faults I wanted to see in VMVs to be tested on the Escape.

1. Current Model VMV after running KLT Dust Test
2. Current Model VMV after running KLT Dust Test w/foam improperly seated
3. Revised VMV (New Cap w/Standoffs) after running KLT Dust Test
4. Revised VMV (New Cap w/Standoffs) after running KLT Dust Test w/foam improperly seated
5. Current Model VMV with spring improperly seated
6. Current Model VMV with pin hole in diaphragm

Based on the #37 field return, I am requesting additional VMVs for the Escape be staged with the following pre-set issues:

7. Current Model VMV w/Shrader valve stuck open
8. Current Model VMV w/Diaphragm biased to one side
9. Current Model VMV w/Contamination on calibration spring
10. Current Model VMV w/Warped diaphragm

This testing has priority; be sure that you will be ready to go the week of 1/11/02. Please confirm you will meet this timing. Thanks.

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From: Dalbo, Bob (R.J.)
Sent: Thursday, October 31, 2002 4:58 PM
To: Rothweiler, Daniel (D.); Dalbo, Bob (R.J.); Bob Fascetti
Cc: Fournelle, Gilbert (G.); Altoonian, Don (D.J.); McCarthy, Fran (F.)
Subject: RE: Failed Eaton VMV from Bob Dalbo - X-Ray Results

Dan,
Please send Don or me the parts and we'll get them to Fran.

Bob Dalbo
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> Cc: Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Fiorini, John (J.J.);
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>

>

From: Steven Lintiac [SLintiac@mazdausa.com]
Sent: Monday, November 04, 2002 2:51 PM
To: 'Fournelle, Gilbert (G.)'
Cc: 'dalbo@ford.com'; 'suarez8@ford.com'; 'lawler1@ford.com'
Subject: IAC Valve Packaging

Gilbert,

I received the IAC valves to repair the Mazda buybacks. I opened up 10 boxes and none of them have instructions warning the technician to flash the PCM to the latest calibration before installing. In earlier discussions, I thought this was something that was to be included with the IAC valve packaging. Did this plan change ?

Ford p/# 1L8Z-9F715-AA
Mazda p/# AJ71-20-660

Steve Lintiac
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

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

From: Fournelle, Gilbert (G.) [mailto:gfournel@ford.com]
Sent: Sunday, November 03, 2002 10:01 PM
To: Altoonian, Don (D.J.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Cary Powell (E-mail); Chick, John (J.); Chih, Ming-Miu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); Duvall, Allen (A.W.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Goodwin, William (W.R.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Harr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hoshino, Jun (J.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); Khan, Naveed; Kosko, Jeff (J.R.); Lawler, Dave (D.A.); Le, Dzung (D.H.); Lintiac, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Marianos, Tom (T.E.); Matesa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); McCarthy, Fran (F.); McDonald, John; McGee, Brett (B.L.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Nakano, Hideki (H.); Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Rothweiler, Daniel (D.); Shah, Kiran (K.C.); Shiraishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.)
Cc: Hofman, Michael (M.V.); Nakano, Hideki (H.); Lawler, Dave (D.A.); Grimes, Jeff (J.R.); Price, Martin (M.); Moorhouse, Scott (S.R.); Hoshino, Jun (J.); Blackburn, Thomas (T.J.)
Subject: Canceled: 3.0L U204 Phantom stall meeting

Importance: High

When: Thursday, November 07, 2002 2:00 PM-3:00 PM (GMT-05:00) Eastern
Time
(US & Canada).
Where: TEE CR#1

~~*~*~*~*~*~*~*~*

This meeting is cancelled due to a U204 test trip. The next meeting will
be
held at the regular scheduled time on 11/14/02 at 2:00pm

Meeting agenda and meeting minutes will be send separately on a weekly
basis.

toll free: 1-866-227-7015
Ford net: 954-1206
International: 1-630-693-6145

pass code: 8402370#
moderator code: 3457370

From: Price, Martin (M.)
Sent: Wednesday, November 06, 2002 4:12 PM
To: Marianos, Tom (T.E.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.);
Linfaco, Steven (S.); Rothweller, Daniel (D.); Sanders, Muriel (M.S.); Suarez, Rhee (R.)
Subject: YLBF-CE

I just walked a tech through reprogramming a pcm manually because he installed a YLBF-CE MPC 161 pcm and was said there was no later calibration. We manually entered 1U7A-AXD and it took. I checked our 21.8 calibration database and it shows that YLBF-CE does not update to anything later. Can we get this looked into for all calibrations, I suspect this isn't the only one. I'm still worried that many pcm's won't update and techs won't catch it and let them go.

Martin Price

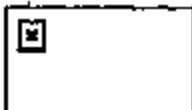
Cleveland Engine Specialist, DSC I #353
1700 Fairlane Dr, Allen Park, MI 48101
mprice28@ford.com ph. (313)317-9133

From: Kaercher, Don (D.F.)
Sent: Wednesday, November 06, 2002 4:28 PM
To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhee (R.); Fournelle, Gilbert (G.); Fasoetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Lintaco, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); tokunaga.mi@sv.mazda.co.jp; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhee (R.); Lawler, Dave (D.A.)
Subject: Finned Pintle Hold-up

Here is a copy of our agreement. Apparently it was not done. Here is what needs to happen:

1. We need the TSB number for our "sticker" and so cataloging can include the info in the catalog.
2. April Hayes in packaging will work with Sam Ferrise to get labels for Hitachi. We will also send labels to Mazda and PRC to sticker the parts already packaged.
3. Purchasing (Chris Nielsen) will probably have to adjust the packaging price to include the cost of the sticker.
4. Mike Lapkewych will have the part cataloged with a message similar to the sticker.

Sorry for all the confusion.....



Don Kaercher

*Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com*

Phone: (734) 266-9793 Fax: (734) 266-1186

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

From: Terzes, Laura (L.D.)
Sent: Thursday, August 06, 2002 11:06 AM
To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhee (R.)
Cc: Fournelle, Gilbert (G.); Fasoetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.)
Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questions #4 and #6.
Don, Michael and Eric: IAC part for Escape TSB we discussed today.

---Original Message---

From: Sanders, Muriel (M.S.)
Sent: Thursday, August 08, 2002 10:39 AM
To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhoe (R.); Terzas, Laura (L.D.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Finned Pintle Hold-up
Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!

Rhoe/Laura - Please answer items 4 & 6.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?

We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

FCSD PS&L (Parts, Supply & Logistics) has agreed to work with their service parts packaging engineering to place a sticker on the Motorcraft box indicating the IAC change may require a calibration update, and refer to TSB XX-xxx-xx. Rhoe Suarez will place information in the Parts Request comments section to insure the sticker is produced and fixed to package.

5. number was skipped by Tom

6. In the parts FCSD catalog we can have a flag that calls out a new PCM/Re-flash but this is not a six sigma repair.

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The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,

Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

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Laura,

How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2659 Email: rdalbo@ford.com

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

From: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape



Hi Bob,

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

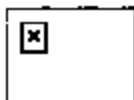
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reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware that a TSB exists requiring a reflash. Something I'm curious to know is that on the modular products, we introduced the finned pintle design without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and IAC change (i.e. have two separate concerns)?

Christopher R. Galante
cgalante@ford.com

 Fax: (313) 337-3813
 Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.



From: Steven Limtlaco [SLimtlac@mazdausa.com]
Sent: Wednesday, November 06, 2002 6:56 PM
To: 'Kaercher, Don (D.F.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)'
Cc: Darrel Chin; Mike Clark; Dave Lammert; Mike Radulovich; Larry Mooney; 'tokunaga.ml@sv.mazda.co.jp'; 'Suarez, Rhae (R.); Lawler, Dave (D.A.); 'sferria@ford.com'; 'daltoni@ford.com'
Subject: RE: Finned Pintle Hold-up

Don,

Some additional items to consider:

- Although the TSB instructs technicians to reflash the PCM, it is not explicit that the reflash be done as a condition to installing the new IAC valve.
- There are many more items in the TSB that may confuse technicians into thinking they need to perform the entire procedure for just an IAC valve replacement.
- Mazda's TSB number is different than Ford's. Will there be separate stickers for IAC valves shipped to Mazda? Suggestion: Rather than referring to the TSB number and to prevent making separate stickers for the Ford and Mazda TSB numbers, we might want the sticker to say, "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." I believe this statement covers both Ford and Mazda. Bob Dalbo, will this work ?
- Lastly, can we put the sticker on the part itself? There is a chance that the technician is handed a part w/o the box.

Anyway, hope these comments help.

Steve Limtlaco

Mazda North American Operations

Tribute Product Support

949-442-6514 (phone)

949-442-6599 (fax)

e-mail: slimtlac@mazdausa.com

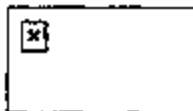
-----Original Message-----

From: Kaercher, Don (D.F.) [mailto:dkaerche@ford.com]
Sent: Wednesday, November 06, 2002 1:28 PM
To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Limtlaco, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.ml@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.)
Subject: Finned Pintle Hold-up

Here is a copy of our agreement. Apparently it was not done. Here is what needs to happen:

1. We need the TSB number for our "sticker" and so cataloging can include the info in the catalog.
2. April Hayes in packaging will work with Sam Ferrise to get labels for Hitachi. We will also send labels to Mazda and PRC to sticker the parts already packaged.
3. Purchasing (Chris Nielsen) will probably have to adjust the packaging price to include the cost of the sticker.
4. Mike Lapkewych will have the part cataloged with a message similar to the sticker.

Sorry for all the confusion.....



Don Kaercher

Ford Motor Company

FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.

NPDC 1310C Text Pager: (734) 797-5993

e-mail: dkaerche@ford.com

Phone: (734) 266-9793 Fax: (734) 266-1166

—Original Message—

From: Terzes, Laura (L.D.)

Sent: Thursday, August 08, 2002 11:06 AM

To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.)

Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.);

Lapkewych, Michael (M.P.)

Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questions #4 and #6.

Don, Michael and Eric: IAC part for Escape TSB we discussed today.

—Original Message—

From: Sanders, Muriel (M.S.)

Sent: Thursday, August 08, 2002 10:39 AM

To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Terzes, Laura (L.D.)

Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)

Subject: RE: Finned Pintle Hold-up

Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!

Rhae/Laura - Please answer items 4 & 6.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?

We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC. how does the out of warranty customer get notified of this requirement?

FCSD PS&L (Parts, Supply & Logistics) has agreed to work with their service parts packaging engineering to place a sticker on the Motorcraft box indicating the IAC change may require a calibration update, and refer to TSB XX-xxx-xx. Rhae Suarez will place information in the Parts Request comments section to insure the sticker is produced and fixed to package.

5. number was skipped by Tom

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FCSD, PS&L, has agreed to place a flag in the on-line service parts system, GCAT, indicating the new IAC part may require a calibration change. Also, the TSB will list all prior calibrations that must be updated to perform the service procedure and to insure compatibility with the new IAC part.

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The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM

To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,
Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

Who in service engineering is rejecting this concern? We need to bring them up to speed on this change and the urgency to complete it.

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How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

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Phone: (313) 24-84847 Fax: (313) 32-31788
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Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

The reason I ask is that service engineering is likely rejecting the concern for, among other reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware that a TSB exists requiring a reflash. Something I'm curious to know is that on the modular products, we introduced the finned pintle design without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and IAC change (i.e. have two separate concerns)?

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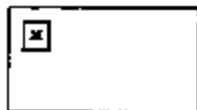
V-Engine Engineering - Ford Motor Co.



From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 8:04 AM
To: Lintiac, Steven (S.); Kaercher, Don (D.F.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); tokunaga.mi@sv.mazda.co.jp; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Subject: RE: Fined Pintle Hold-up

Steve, I can reply to some of your suggestions. The first two are really dealing with the TSB service procedure, of which we have no input (we do not normally even see the actual text). Regarding the TSB number on the sticker, I don't have any issue with your suggestion. My only concern is will a wholesale or over-the-counter customer understand the meaning? I want it to be something that a dealer, independent garage or retail customer can understand to the point they realize they may have to have an additional "procedure" done at the dealer.

Regarding the sticker being on the part, you can do that with the stickers we send you, but the agreement we had going in to this was that this was done via a packaging spec versus WERs, so the sticker must be on the box versus the part. To change that would require the sticker to be added to the part in WERs, and you would have to work through Laura Terzes to get that done. Thanks Stevell



Don Kaercher

Ford Motor Company

FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.

NPDC 1310C Text Pager: (734) 797-5993

e-mail: dkaerche@ford.com

 Phone: (734) 266-9793  Fax: (734) 266-1166

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

From: Steven Lintiac [mailto:SLintiac@mazdausa.com]
Sent: Wednesday, November 06, 2002 6:56 PM
To: 'Kaercher, Don (D.F.)'; 'Terzes, Laura (L.D.)'; 'Grimes, Jeff (J.R.)'; 'Yeung, Lem (.); 'Wettach, Bill (B.); 'Fournelle, Gilbert (G.); 'Fascetti, Bob (R.J.); 'Dalbo, Bob (R.J.); 'Hightower, Eric (E.); 'Lapkewych, Michael (M.P.); 'Hayes, April (A.A.); 'Nielsen, Christian (C.A.)
Cc: Darrel Chin; Mike Clark; Dave Lammert; Mike Radulovich; Larry Mooney; tokunaga.mi@sv.mazda.co.jp; 'Suarez, Rhae (R.); 'Lawler, Dave (D.A.); 'sferrise@ford.com'; 'daltoonk@ford.com'
Subject: RE: Fined Pintle Hold-up

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Some additional items to consider:

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Mazda North American Operations

Tribute Product Support

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949-442-6599 (fax)

e-mail: slimtlac@mazdausa.com

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

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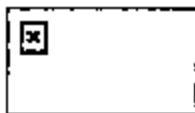
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Don Kaercher

Ford Motor Company

FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.

NPDC 1310C Text Pager: (734) 797-5993

e-mail: dkaerche@ford.com

Phone: (734) 266-9793 Fax: (734) 266-1166

---Original Message---

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Sent: Thursday, August 08, 2002 11:06 AM

To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Weltach, Bill (B.); Suarez, Rhae (R.)

Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.);

Lapkewych, Michael (M.P.)

Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questions #4 and #6.

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Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)

Subject: RE: Finned Pintle Hold-up

Importance: High

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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: Wednesday, August 07, 2002 5:20 PM

To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)

Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)

Subject: Finned Pintle Hold-up

Importance: High

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3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
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-----Original Message-----



From: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

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Christopher R. Galante
cgalante@ford.com

 Fax: (313) 337-3813
 Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.



From: Altoonian, Don (D.J.)
Sent: Thursday, November 07, 2002 9:59 AM
To: Lapkewych, Michael (M.P.); Kaercher, Don (D.F.); Lintiacco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

Michael, should we not say that your dealer has to reflash to the latest KEC module calibration when installing this valve? The Joe Blow customer does not have the slightest idea what a WDS, or an NGS is. Then to help the dealer, we could say that the calibration has to be obtained from CD-ROM 21.7 or later.

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

From: Lapkewych, Michael (M.P.)
To: Kaercher, Don (D.F.); Lintiacco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Sent: 11/7/02 8:13 AM
Subject: RE: Finned Pintle Hold-up

Greetings , per Steve's suggestion we here in cataloging can add that note "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." to the catalog information if that helps MIKE

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Sent: Thursday, November 07, 2002 8:04 AM
To: Lintiacco, Steven (S.); Kaercher, Don (D.F.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
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Subject: RE: Finned Pintle Hold-up

Steve, I can reply to some of your suggestions. The first two are really dealing with the TSB service procedure, of which we have no input (we do not normally even see the actual text). Regarding the TSB number on the sticker, I don't have any issue with your suggestion. My only concern is will a wholesale or over-the-counter customer understand the meaning? I want it to be something that a dealer, independent garage or retail customer can understand to the point they realize they may have to have an additional "procedure" done at the dealer.

Regarding the sticker being on the part, you can do that with the stickers we send you, but the agreement we had going in to this was that this was done via a packaging spec versus WERs, so the sticker must be on the box versus the part. To change that would require the sticker to be added to the part in WERs, and you would have to work through Laura Terzes to get that done. Thanks Steve!!

<outbind:///4/usflag_sm%20(2).gif> Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Steven Lintiacco [mailto:SLintiac@mazdausa.com]
Sent: Wednesday, November 06, 2002 6:56 PM
To: 'Kaercher, Don (D.F.)'; 'Terzes, Laura (L.D.)'; 'Grimes, Jeff (J.R.)'; 'Yeung, Lam (.); 'Wettach, Bill (B.)'; 'Fournelle, Gilbert (G.)'; 'Fascetti, Bob (R.J.)'; 'Dalbo, Bob (R.J.)'; 'Hightower, Eric (E.)'; 'Lapkewych, Michael (M.P.)'; 'Hayes, April (A.A.)'; 'Nielsen, Christian (C.A.)'
Cc: Darrel Chin; Mike Clark; Dave Lammert; Mike Radulovich; Larry Mooney; 'tokunaga.mi@sv.mazda.co.jp'; 'Suarez, Rhae (R.)'; 'Lawler, Dave (D.A.)'; 'sferrise@ford.com'; 'daltoon@ford.com'
Subject: RE: Finned Pintle Hold-up

Don,

Some additional items to consider:

- Although the TSB instructs technicians to reflash the PCM, it is not explicit that the reflash be done as a condition to installing the new IAC valve.
- There are many more items in the TSB that may confuse technicians into thinking they need to perform the entire procedure for just an IAC valve replacement.
- Mazda's TSB number is different than Ford's. Will there be separate stickers for IAC valves shipped to Mazda? Suggestion: Rather than referring to the TSB number and to prevent making separate stickers for the Ford and Mazda TSB numbers, we might want the sticker to say, "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." I believe this statement covers both Ford and Mazda. Bob Dalbo, will this work?
- Lastly, can we put the sticker on the part itself? There is a chance that the technician is handed a part w/o the box.

Anyway, hope these comments help.

Steve Lintiacco
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)

949-442-6599 (fax)
e-mail: slimtiac@mazdausa.com

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

From: Kaercher, Don (D.F.) [mailto:dkaerche@ford.com]
Sent: Wednesday, November 06, 2002 1:28 PM
To: Terzea, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.);
Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle,
Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don
(D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April
(A.A.); Nielsen, Christian (C.A.)
Cc: Lintiac, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.);
Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.);
Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert
(G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.)
Subject: Finned Pintle Hold-up

Here is a copy of our agreement. Apparently it was not done. Here is
what needs to happen:

1. We need the TSB number for our "sticker" and so cataloging can
include the info in the catalog.
2. April Hayes in packaging will work with Sam Ferrise to get
labels for Hitachi. We will also send labels to Mazda and PRC to
sticker the parts already packaged.
3. Purchasing (Chris Nielsen) will probably have to adjust the
packaging price to include the cost of the sticker.
4. Mike Lapkewych will have the part cataloged with a message
similar to the sticker.

Sorry for all the confusion.....

<outbind://5/usflag_sm#20(2).gif> Don Kaercher
Ford Motor Company
PCSD PS&L QSP/Recall/Top 100 Dept. Mgr.
NEPC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Terzea, Laura (L.D.)
Sent: Thursday, August 08, 2002 11:06 AM
To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.);
Wettach, Bill (B.); Suarez, Rhae (R.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.);
Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.)
Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questions #4 and #6.
Don, Michael and Eric: IAC part for Escape TSB we discussed today.

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

From: Sanders, Muriel (M.S.)
Sent: Thursday, August 08, 2002 10:39 AM
To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Terzes, Laura (L.D.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Finned Pintle Hold-up
Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!
Rhae/Laura - Please answer items 4 & 5.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?

We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

FCSD PS&L (Parts, Supply & Logistics) has agreed to work with their service parts packaging engineering to place a sticker on the Motorcraft box indicating the IAC change may require a calibration update, and refer to TSB XX-xxx-xx. Rhae Suarez will place information in the Parts Request comments section to insure the sticker is produced and fixed to package.

5. number was skipped by Tom

6. In the parts FCSD catalog we can have a flag that calls out a new PCM/Re-flash but this is not a six sigma repair.

FCSD, PS&L, has agreed to place a flag in the on-line service parts system, GCAT, indicating the new IAC part may require a calibration change. Also, the TSB will list all prior calibrations that must be updated to perform the service procedure and to insure compatibility with the new IAC part.

7. A TSB will need to be issued to the field and there is not enough information in this concern to release a TSB. New PCM part numbers will have to be release in WERS for the new calibration.

The stall TSB is written and is waiting for approval of this concern. We cannot get the finned pintle IAC service part number necessary for the TSB until this concern is approved.

The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,

Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

Who in service engineering is rejecting this concern? We need to bring them up to speed on this change and the urgency to complete it.

Laura,

How does PCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

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: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

The reason I ask is that service engineering is likely rejecting the concern for, among other reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware that a TSB exists requiring a reflash. Something I'm curious to know is that on the modular products, we introduced the finned pintle design

without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and LAC change (i.e. have two separate concerns)?

Christopher R. Galante
cgalante@ford.com

* Fax: (313) 337-3813
* Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.

<<usaflag.gif>>

From: Lapkewych, Michael (M.P.)
Sent: Thursday, November 07, 2002 8:14 AM
To: Kaercher, Don (D.F.); Lintiacco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Young, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Co: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); tokunaga.mi@sv.mazda.co.jp; Suarez, Rhac (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Alconian, Don (D.J.)
Subject: RE: Fined Pintle Hold-up

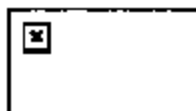
Greetings , per Steve's suggestion we here in cataloging can add that note "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." to the catalog information if that helps MIKE

—Original Message—

From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 8:04 AM
To: Lintiacco, Steven (S.); Kaercher, Don (D.F.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Young, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); tokunaga.mi@sv.mazda.co.jp; Suarez, Rhac (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Alconian, Don (D.J.)
Subject: RE: Fined Pintle Hold-up

Steve, I can reply to some of your suggestions. The first two are really dealing with the TSB service procedure, of which we have no input (we do not normally even see the actual text). Regarding the TSB number on the sticker, I don't have any issue with your suggestion. My only concern is will a wholesale or over-the-counter customer understand the meaning? I want it to be something that a dealer, independent garage or retail customer can understand to the point they realize they may have to have an additional "procedure" done at the dealer.

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Don Kaercher

*Ford Motor Company
FCSD P5&L Q5F/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993*

e-mail: dkaerche@ford.com

Phone: (734) 266-9793 Fax: (734) 266-1156

—Original Message—

From: Steven Limtiaco [mailto:SLimtiac@mazdausa.com]
Sent: Wednesday, November 06, 2002 6:56 PM
To: 'Kaercher, Don (D.F.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)'
Cc: Darrel Chin; Mike Clark; Dave Lammert; Mike Radulovich; Larry Mooney; tokunaga.mi@sv.mazda.co.jp; Suarez, Rhae (R.); Lawler, Dave (D.A.); sferrise@ford.com; daltoon1@ford.com
Subject: RE: Fined Pintle Hold-up

Don,

Some additional items to consider:

- Although the TSB instructs technicians to reflash the PCM, it is not explicit that the reflash be done as a condition to installing the new IAC valve.
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- Lastly, can we put the sticker on the part itself? There is a chance that the technician is handed a part w/o the box.

Anyway, hope these comments help.

Steve Limtiaco

Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slimtiac@mazdausa.com

—Original Message—

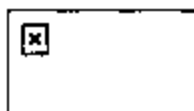
From: Kaercher, Don (D.F.) [mailto:dkaerche@ford.com]
Sent: Wednesday, November 06, 2002 1:28 PM
To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Limtiaco, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); tokunaga.mi@sv.mazda.co.jp; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.)
Subject: Fined Pintle Hold-up

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Sorry for all the confusion.....



Don Kaercher

Ford Motor Company

FCSD PS&L Q5F/Recall/Top 100 Dept. Mgr.

NPDC 1310C Text Pager: (734) 797-5993

e-mail: dkaerche@ford.com

☎ Phone: (734) 266-9793 📠 Fax: (734) 266-1166

—Original Message—

From: Terzes, Laura (L.D.)

Sent: Thursday, August 08, 2002 11:06 AM

To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.)

Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.);

Lapkewych, Michael (M.P.)

Subject: RE: Finned Pintle Hold-up

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—Original Message—

From: Sanders, Muriel (M.S.)

Sent: Thursday, August 08, 2002 10:39 AM

To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Terzes, Laura (L.D.)

Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)

Subject: RE: Finned Pintle Hold-up

Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!

Rhae/Laura - Please answer items 4 & 6.

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We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the callb has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

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The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzas, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,
Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

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Laura,
How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

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: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

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Christopher R. Galante
cgalante@ford.com

 Fax: (313) 337-3813
 Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.



From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 10:02 AM
To: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Lintiac, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

Can't that be misunderstood? If I have this IAC replaced, and flash to 21.7, then need another IAC three years from now, couldn't I misunderstand and think I have to flash again?

Don Kaercher
Ford Motor Company
PCSD PS&L QSP/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Altoonian, Don (D.J.)
Sent: Thursday, November 07, 2002 9:59 AM
To: Lapkewych, Michael (M.P.); Kaercher, Don (D.F.); Lintiac, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

Michael, should we not say that your dealer has to reflash to the latest EEC module calibration when installing this valve? The Joe Blow customer does not have the slightest idear what a WDS, or an NGS is. Then to help the dealer, we could say that the calibration has to be obtained from CD-ROM 21.7 or later.

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

From: Lapkewych, Michael (M.P.)
To: Kaercher, Don (D.F.); Lintiac, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Sent: 11/7/02 8:13 AM
Subject: RE: Finned Pintle Hold-up

Greetings , per Steve's suggestion we here in cataloging can add that note "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." to the catalog information if that helps MIKE

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

From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 8:04 AM
To: Lintiac, Steven (S.); Kaercher, Don (D.F.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Subject: RE: Finned Pintle Hold-up

Steve, I can reply to some of your suggestions. The first two are really dealing with the TSB service procedure, of which we have no input (we do not normally even see the actual text). Regarding the TSB number on the sticker, I don't have any issue with your suggestion. My only concern is will a wholesale or over-the-counter customer understand the meaning? I want it to be something that a dealer, independent garage or retail customer can understand to the point they realize they may have to have an additional "procedure" done at the dealer.

Regarding the sticker being on the part, you can do that with the stickers we send you, but the agreement we had going in to this was that this was done via a packaging spec versus WERS, so the sticker must be on the box versus the part. To change that would require the sticker to be added to the part in WERS, and you would have to work through Laura Terzes to get that done. Thanks Steve!!

<outbind:///4/usflag_smt20(2).gif> Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Steven Lintiac (mailto:SLintiac@mazdausa.com)
Sent: Wednesday, November 06, 2002 6:56 PM
To: 'Kaercher, Don (D.F.)'; 'Terzes, Laura (L.D.)'; 'Grimes, Jeff (J.R.)'; 'Yeung, Lem (.); 'Wettach, Bill (B.)'; 'Fournelle, Gilbert (G.)'; 'Fascetti, Bob (R.J.)'; 'Dalbo, Bob (R.J.)'; 'Hightower, Eric (E.)'; 'Lapkewych, Michael (M.P.)'; 'Hayes, April (A.A.)'; 'Nielsen, Christian (C.A.)'
Cc: Darrel Chin; Mike Clark; Dave Lammert; Mike Radulovich; Larry Mooney; 'tokunaga.mi@sv.mazda.co.jp'; 'Suarez, Rhae (R.)'; 'Lawler, Dave (D.A.)'; 'sferrise@ford.com'; 'daltoon@ford.com'
Subject: RE: Finned Pintle Hold-up

Don,

Some additional items to consider:

- Although the TSB instructs technicians to reflash the PCM, it is not explicit that the reflash be done as a condition to installing the new IAC valve.
- There are many more items in the TSB that may confuse technicians into thinking they need to perform the entire procedure for just an IAC valve replacement.
- Mazda's TSB number is different than Ford's. Will there be separate stickers for IAC valves shipped to Mazda? Suggestion: Rather than referring to the TSB number and to prevent making separate stickers for the Ford and Mazda TSB numbers, we might want the sticker to say, "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." I believe this statement covers both Ford and Mazda. Bob Dalbo, will this work?
- Lastly, can we put the sticker on the part itself? There is a chance that the technician is handed a part w/o the box.

Anyway, hope these comments help.

Steve Lintiac
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

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

From: Kaercher, Don (D.F.) [mailto:dkaerche@ford.com]
Sent: Wednesday, November 06, 2002 1:28 PM
To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Lintiac, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@ev.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.)
Subject: Finned Pintle Hold-up

Here is a copy of our agreement. Apparently it was not done. Here is what needs to happen:

1. We need the TSB number for our "sticker" and so cataloging can include the info in the catalog.
2. April Hayes in packaging will work with Sam Ferrise to get labels for Hitachi. We will also send labels to Mazda and PRC to sticker the parts already packaged.
3. Purchasing (Chris Nielsen) will probably have to adjust the packaging price to include the cost of the sticker.

4. Mike Lapkewych will have the part cataloged with a message similar to the sticker.

Sorry for all the confusion.....

<outbind://5/usflag_sm%20(2).gif> Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Terzes, Laura (L.D.)
Sent: Thursday, August 08, 2002 11:06 AM
To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.);
Wettach, Bill (B.); Suarez, Rhae (R.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.);
Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.)
Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questins #4 and #6.
Don, Michael and Eric: IAC part for Escape TSB we discussed today.

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

From: Sanders, Muriel (M.S.)
Sent: Thursday, August 08, 2002 10:39 AM
To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez,
Rhae (R.); Terzes, Laura (L.D.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Finned Pintle Hold-up
Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!
Rhae/Laura - Please answer items 4 & 6.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?
We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.
2. If the new IAC is installed and no reflash is done what is the failure mode?
Possible (low probability) stall at warm startup or engagement.
3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

FCSD PS&L (Parts, Supply & Logistics) has agreed to work with their service parts packaging engineering to place a sticker on the Motorcraft box indicating the IAC change may require a calibration update, and refer to TSB XX-xxx-xx. Rhas Suarez will place information in the Parts Request comments section to insure the sticker is produced and fixed to package.

5. number was skipped by Tom

6. In the parts FCSD catalog we can have a flag that calls out a new PCM/Re-flash but this is not a six sigma repair.

FCSD, PS&L, has agreed to place a flag in the on-line service parts system, GCAT, indicating the new IAC part may require a calibration change. Also, the TSB will list all prior calibrations that must be updated to perform the service procedure and to insure compatibility with the new IAC part.

7. A TSB will need to be issued to the field and there is not enough information in this concern to release a TSB. New PCM part numbers will have to be release in WERS for the new calibration.

The stall TSB is written and is waiting for approval of this concern. We cannot get the finned pintle IAC service part number necessary for the TSB until this concern is approved.

The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,

Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

Who in service engineering is rejecting this concern? We need to bring them up to speed on this change and the urgency to complete it.

Laura,

How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this

change?

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: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

The reason I ask is that service engineering is likely rejecting the concern for, among other reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware that a TSB exists requiring a reflash. Something I'm curious to know is that on the modular products, we introduced the finned pintle design without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and IAC change (i.e. have two separate concerns)?

Christopher R. Galante
cgalante@ford.com

* Fax: (313) 337-3813
* Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.

<<usaf1ag.gif>>

From: Hofman, Michael (M.V.)
Sent: Thursday, November 07, 2002 11:57 AM
To: Corbett, Sandra (S.M.); Fournelle, Gilbert (G.)
Cc: Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Klarr, Jerry (G.T.)
Subject: FW: Dealer Council Meeting

Sandra - My thought here, is to get with Gilbert and do a quick summary of the number of vehicles (previous stalling) which we've put the fixes on (including the latest calibration) and do an estimate based on 1500 miles / month of how many miles accumulated without a stall incident need to demonstrate our confidence that we believe we truly have found and fixed the root cause of the problem! IE: we need "Verification Status as of 11/7/02" not sure whether or not this will be enough but it will be the best we've got also any Zero / 1 MIS data on vehicles built after calibration was introduced (may have to reference actual Number of vehicles in the sample for validity check!) - Thanks - Mike

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

From: Koerschner, Michelle (M.M.)
Sent: Thursday, November 07, 2002 12:11 AM
To: Corbett, Sandra (S.M.); Klarr, Jerry (G.T.)
Cc: Tracy, Lynn (L.J.); Graham, Amy (A.S.); Hofman, Michael (M.V.)
Subject: RE: Dealer Council Meeting

Jerry,

The Dealer Relations group has requested that you address only the Escape Stalls. We will keep your second slide (which addresses Focus) as a back-up slide but remove it from the main presentation. Do you have any data or incident numbers associated with the 4th slide, "Verification Status of 9/11/02"? Or do you have any test data that supports the change? Louise was expecting data to show an improvement with data. I realize warranty is not available yet but do you have anything that demonstrates a change before vs. after the change? I believe it would be helpful for this discussion.

Please send me any changes you may have by close of business on Friday. I will have the presentation on my computer for the meeting and will run the slides for you.

Sincerely,

Michelle M. E. Koerschner
Quality Strategy Manager, Core Quality
6-Sigma Center, Room 201 - In Office: M-T-Th
PH: 813-24-88999

PLEASE CcTWA JOB SHARE PARTNER ON ALL NOTES: Amy Graham - AGRAHAM4 (M-T-W-F)
PH: 813-99-09702

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

From: Corbett, Sandra (S.M.)
Sent: Monday, November 04, 2002 12:56 PM
To: Klarr, Jerry (G.T.)
Cc: Tracy, Lynn (L.J.); Koerschner, Michelle (M.M.); Graham, Amy (A.S.); Hofman, Michael (M.V.)
Subject: RE: Dealer Council Meeting

Here are the slides.

<< File: PTO Systems for Nov11 Ver3.0.ppt >>

Requested changes made except 'update the cover page to reflect the latest Fordstar release date'.

No dates on cover page...I added the term 'on fordstar' for calibration under service parts availability on 2nd slide. I believe dates to be correct as originally sent.

Sandy Corbett

Escape Powertrain PMT & QRT

Phone/Fax: (313)59-44351

Product Development Center 2H-E66

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

From: Klarr, Jerry (G.T.)
Sent: Friday, November 01, 2002 6:23 PM
To: Corbett, Sandra (S.M.)
Cc: Tracy, Lynn (L.J.); Koerschner, Michelle (M.M.); Graham, Amy (A.S.); Kapp, Dan (Daniel R.)
Subject: Dealer Council Meeting

Sandy, pls send Michelle and Amy copies of the revised slides you sent me for the Dealer Council meeting ASAP. (Delete the Kavlico Tube slides). Also, update the cover page to reflect the latest Fordstar release date and change Verification to Verification Status as of 11/1. Cc me on the note.

Dan, is someone updating the Focus slides?

G. T. Klarr (Jerry)
P/T Chief Engineer: PH: 32-28888/Cube: 1BA45
PDC/MD #205/FAX: 62-18063/gklarr@ford.com

From: Hayes, April (A.A.)
Sent: Thursday, November 07, 2002 4:11 PM
To: Kaercher, Don (D.F.); Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Suarez, Rhea (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Nielsen, Christian (C.A.)
Cc: Lintaco, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radukovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhea (R.); Lawler, Dave (D.A.); Moyer, Douglas (D.C.)
Subject: RE: Fined Pintle Hold-up

Don & Sam -

Attached is the L1792 label for your review. It is a 1" x 3" label, white stock with black type. Please advise if this label is acceptable ASAP. If deemed acceptable, we can have 4500 printed labels available for shipment Monday 11/11/02 using Whitlam Label Co. Additional labels can be purchased via Whitlam or from the Printer of choice. The material specification with details of the L1792 will also be available Monday. Label requirement was added to the Packaging Specification today.

Thank you.

April Hayes
Black Belt Candidate
PCSD Package Engineering
ph: 734-523-3584
fax: 734-523-3430
email: ahayes14@ford.com

—Original Message—

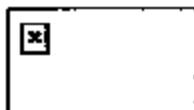
From: Kaercher, Don (D.F.)
Sent: Wednesday, November 06, 2002 4:28 PM
To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Suarez, Rhea (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Lintaco, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radukovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhea (R.); Lawler, Dave (D.A.)
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Sorry for all the confusion.....



Don Kaercher

Ford Motor Company

FCSD PSDL QSF/Recall/Top 100 Dept. Mgr.

NPDC 1310C Text Pager: (734) 797-5993

e-mail: dkaerche@ford.com

Phone: (734) 266-9793 Fax: (734) 266-1166

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To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.)

Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.);

Lapkewych, Michael (M.P.)

Subject: RE: Finned Pintle Hold-up

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Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)

Subject: RE: Finned Pintle Hold-up

Importance: High

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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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,

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on this change and the urgency to complete it.

Laura,

How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

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: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

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Christopher R. Galante
cgalante@ford.com

 Fax: (313) 337-3813
 Phone: (313) 845-6067
Pager: (313) 795-2607

V-Engine Engineering - Ford Motor Co.

Autobal Reader



Autobal Reader

Autobal Reader



L1792 draft 2.pdf



Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part.

1/16

From: Lapkewych, Michael (M.P.)
Sent: Thursday, November 07, 2002 4:28 PM
To: Hayes, April (A.A.); Kaercher, Don (D.F.); Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Nielsen, Christian (C.A.)
Cc: Limitaco, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.); Moyer, Douglas (D.C.)
Subject: RE: Fined Pintle Hold-up

Greetings All, I have seen the label would it not be better to stay way from the specific - WDS, or an NGS is. or software B21.7 or later that would just rise confusion at the dealers and we would be getting calls --- couldn't we go with something simple like,

"Vehicle Powertrain Control Module (PCM) MUST be reflashed to latest calibration available , Check with your local dealer - PRIOR to installing this part"

your thoughts and comments MIKE

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

From: Hayes, April (A.A.)
Sent: Thursday, November 07, 2002 4:11 PM
To: Kaercher, Don (D.F.); Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Nielsen, Christian (C.A.)
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Thank you,

April Hayes
Black Belt Candidate
FCSD Package Engineering
ph: 734-523-3584

fax: 734-523-3430

email: ahayes14@ford.com

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

From: Kaercher, Don (D.F.)

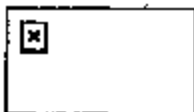
Sent: Wednesday, November 06, 2002 4:28 PM

To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lam (.); Weltach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Limtiaco, Steven (S.); Gblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tolunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.)
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Don Kaercher

Ford Motor Company

FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.

NPDC 1310C Text Pager: (734) 797-5993

e-mail: dkaerche@ford.com

Phone: (734) 266-9793 Fax: (734) 266-1166

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

From: Terzes, Laura (L.D.)

Sent: Thursday, August 08, 2002 11:06 AM

To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lam (.); Weltach, Bill (B.); Suarez, Rhae (R.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.)
Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questions #4 and #6.
Don, Michael and Eric: IAC part for Escape TSB we discussed today.

—Original Message—

From: Sanders, Mufel (M.S.)

Sent: Thursday, August 08, 2002 10:39 AM

To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Terzes, Laura (L.D.)

Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)

Subject: RE: Finned Pintle Hold-up

Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!

Rhae/Laura - Please answer items 4 & 6.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?

We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

FCSD PS&L (Parts, Supply & Logistics) has agreed to work with their service parts packaging engineering to place a sticker on the Motorcraft box indicating the IAC change may require a calibration update, and refer to TSB XX-xxx-xx. Rhae Suarez will place information in the Parts Request comments section to insure the sticker is produced and fixed to package.

5. number was skipped by Tom

6. In the parts FCSD catalog we can have a flag that calls out a new PCM/Re-flash but this is not a six sigma repair.

FCSD, PS&L, has agreed to place a flag in the on-line service parts system, GCAT, indicating the new IAC part may require a calibration change. Also, the TSB will list all prior calibrations that must be updated to perform the service procedure and to insure compatibility with the new IAC part.

7. A TSB will need to be issued to the field and there is not enough information in this concern to release a TSB. New PCM part numbers will have to be release in WERS for the new calibration. The stall TSB is written and is waiting for approval of this concern. We cannot get the finned pintle

IAC service part number necessary for the TSB until this concern is approved.
The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Fined Pintle Hold-up
Importance: High

Chris,

Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

Who in service engineering is rejecting this concern? We need to bring them up to speed on this change and the urgency to complete it.

Laura,

How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

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: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob,

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

The reason I ask is that service engineering is likely rejecting the concern for, among other reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware that a TSB exists requiring a refresh. Something I'm curious to know is that on the modular products, we introduced the finned pintle design without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and IAC change (i.e. have two separate concerns)?

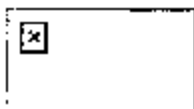
Christopher R. Galante
cgalante@ford.com

 Fax: (313) 337-3813
 Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.



From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 4:38 PM
To: Lapkewych, Michael (M.P.); Hayes, April (A.A.); Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Nielsen, Christian (C.A.)
Cc: Limtiaco, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.); Moyer, Douglas (D.C.)
Subject: RE: Finned Pintle Hold-up

Wouldn't that message imply every time this IAC was replaced for any reason the processor needed to be flashed? We only want to get the message across it needs to be flashed only if it is at a level prior to B21.7. I think both Mazda and Ford use this same software calibration number.



Don Kaercher

*Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com*

 Phone: (734) 266-9793  Fax: (734) 266-1166

---Original Message---

From: Lapkewych, Michael (M.P.)
Sent: Thursday, November 07, 2002 4:28 PM
To: Hayes, April (A.A.); Kaercher, Don (D.F.); Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Nielsen, Christian (C.A.)
Cc: Limtiaco, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.); Moyer, Douglas (D.C.)
Subject: RE: Finned Pintle Hold-up

Greetings All, I have seen the label would it not be better to stay way from the specific - WDS, or an NGS is. or software B21.7 or later that would just rise confusion at the dealers and we would be getting calls --- couldn't we go with something simple like,

"Vehicle Powertrain Control Module (PCM) MUST be reflashed to latest calibration available , Check with your local dealer - PRIOR to installing this part"

your thoughts and comments MIKE

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

From: Hayes, April (A.A.)

Sent: Thursday, November 07, 2002 4:11 PM

To: Kaercher, Don (D.F.); Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Nielsen, Christian (C.A.)

Cc: Lintaco, Steven (S.); Gblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.ml@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.); Moyer, Douglas (D.C.)

Subject: RE: Finned Pintle Hold-up

Don & Sam -

Attached is the L1792 label for your review. It is a 1" x 3" label, white stock with black type. Please advise if this label is acceptable ASAP. If deemed acceptable, we can have 4500 printed labels available for shipment Monday 11/11/02 using Whitlam Label Co. Additional labels can be purchased via Whitlam or from the Printer of choice. The material specification with details of the L1792 will also be available Monday. Label requirement was added to the Packaging Specification today.

Thank you,

April Hayes

Black Belt Candidate

FCSD Package Engineering

ph: 734-523-3584

fax: 734-523-3430

email: ahayes14@ford.com

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

From: Kaercher, Don (D.F.)

Sent: Wednesday, November 06, 2002 4:28 PM

To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)

Cc: Lintaco, Steven (S.); Gblin, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.ml@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.)

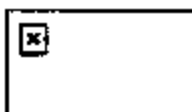
Subject: Finned Pintle Hold-up

Here is a copy of our agreement. Apparently it was not done. Here is what needs to happen:

1. We need the TSB number for our "sticker" and so cataloging can include the info in the catalog.
2. April Hayes in packaging will work with Sam Ferrise to get labels for Hitachi. We will also send labels to Mazda and PRC to sticker the parts already packaged.

3. Purchasing (Chris Nielsen) will probably have to adjust the packaging price to include the cost of the sticker.
4. Mike Lapkewych will have the part cataloged with a message similar to the sticker.

Sorry for all the confusion.....



Don Kaercher

Ford Motor Company

FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.

NPDC 1310C Text Pager: (734) 797-5993

e-mail: dkaerche@ford.com

Phone: (734) 266-9793 Fax: (734) 266-1165

---Original Message---

From: Terzes, Laura (L.D.)

Sent: Thursday, August 08, 2002 11:06 AM

To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.)

Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.);

Lapkewych, Michael (M.P.)

Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questions #4 and #6.

Don, Michael and Eric: IAC part for Escape TSB we discussed today.

---Original Message---

From: Sanders, Muriel (M.S.)

Sent: Thursday, August 08, 2002 10:39 AM

To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Terzes, Laura (L.D.)

Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)

Subject: RE: Finned Pintle Hold-up

Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!

Rhae/Laura - Please answer items 4 & 6.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?

We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean

finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

FCSD PS&L (Parts, Supply & Logistics) has agreed to work with their service parts packaging engineering to place a sticker on the Motorcraft box indicating the IAC change may require a calibration update, and refer to TSB XX-xxx-xx. Rhae Suarez will place information in the Parts Request comments section to insure the sticker is produced and fixed to package.

5. number was skipped by Tom

6. In the parts FCSD catalog we can have a flag that calls out a new PCM/Re-flash but this is not a six sigma repair.

FCSD, PS&L, has agreed to place a flag in the on-line service parts system, GCAT, indicating the new IAC part may require a calibration change. Also, the TSB will list all prior calibrations that must be updated to perform the service procedure and to insure compatibility with the new IAC part.

7. A TSB will need to be issued to the field and there is not enough information in this concern to release a TSB. New PCM part numbers will have to be release in WERS for the new calibration.

The stall TSB is written and is waiting for approval of this concern. We cannot get the finned pintle IAC service part number necessary for the TSB until this concern is approved.

The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM

To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)

Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)

Subject: Finned Pintle Hold-up

Importance: High

Chris,

Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains

that the calibration update is required for the new IACV.

Who in service engineering is rejecting this concern? We need to bring them up to speed on this change and the urgency to complete it.

Laura,

How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

Bob Dalbo

3.0L Calibration Supervisor
Outfiters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31788
Pager: (313) 795-2859 Email: rdalbo@ford.com

—Original Message—



From: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalks, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

The reason I ask is that service engineering is likely rejecting the concern for, among other reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware that a TSB exists requiring a reflash. Something I'm curious to know is that on the modular products, we introduced the finned pintle design without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and IAC change (i.e. have two separate concerns)?

Christopher R. Galante
cgalante@ford.com

 Fax: (313) 337-3813
 Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.

From: Kaercher, Don (D.F.)
Sent: Friday, November 08, 2002 7:23 AM
To: Lawler, Dave (D.A.)
Cc: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Lintiacco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Ferrise, Sam (S.J.)
Subject: FW: Finned Pintle Hold-up

OK Dave, here's the scoop. As expected, we are getting several recommendations as to what verbiage should be on the sticker and in the catalog. We are now losing time. Parts should not be making this decision. I need you to make a decision, and send the exact verbiage you want to April Hayes. Then we can get moving today, and the rest of us will just have to live with it. Thanks!!

Don Kaercher
Ford Motor Company
FCSD PS&L QSP/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Altoonian, Don (D.J.)
Sent: Thursday, November 07, 2002 5:02 PM
To: Kaercher, Don (D.F.)
Subject: RE: Finned Pintle Hold-up

Don, I guess that it could, but it has to be flashed so the new valve functions properly. I guess that we could say when changing from what ever the old # is to the new 1L8Z-9F715-AA is the only time that a reflash is required.

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

From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 10:02 AM
To: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Lintiacco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lam (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

Can't that be misunderstood? If I have this IAC replaced, and flash to 21.7, then need another IAC three years from now, couldn't I misunderstand and think I have to flash again?

Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Altoonian, Don (D.J.)
Sent: Thursday, November 07, 2002 9:59 AM
To: Lapkewych, Michael (M.P.); Kaercher, Don (D.F.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

Michael, should we not say that your dealer has to reflash to the latest EEC module calibration when installing this valve? The Joe Blow customer does not have the slightest idear what a WDS, or an NGS is. Then to help the dealer, we could say that the calibration has to be obtained from CD-ROM 21.7 or later.

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

From: Lapkewych, Michael (M.P.)
To: Kaercher, Don (D.F.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Sent: 11/7/02 8:13 AM
Subject: RE: Finned Pintle Hold-up

Greetings , per Steve's suggestion we here in cataloging can add that note "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." to the catalog information if that helps MIKE

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

From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 8:04 AM
To: Limtiaco, Steven (S.); Kaercher, Don (D.F.); Terzea, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.);

Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Subject: RE: Finned Pintle Hold-up

Steve, I can reply to some of your suggestions. The first two are really dealing with the TSB service procedure, of which we have no input (we do not normally even see the actual text). Regarding the TSB number on the sticker, I don't have any issue with your suggestion. My only concern is will a wholesale or over-the-counter customer understand the meaning? I want it to be something that a dealer, independent garage or retail customer can understand to the point they realize they may have to have an additional "procedure" done at the dealer.

Regarding the sticker being on the part, you can do that with the stickers we send you, but the agreement we had going in to this was that this was done via a packaging spec versus WERs, so the sticker must be on the box versus the part. To change that would require the sticker to be added to the part in WERs, and you would have to work through Laura Terzes to get that done. Thanks Steve!!

<outbind://4/usflag_sm%20{2}.gif> Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Steven Lintiac [mailto:SLintiac@mazdausa.com]
Sent: Wednesday, November 06, 2002 6:56 PM
To: 'Kaercher, Don (D.F.)'; 'Terzes, Laura (L.D.)'; 'Grimes, Jeff (J.R.)'; 'Yeung, Len (.); 'Wettach, Bill (B.)'; 'Fournelle, Gilbert (G.)'; 'Fascetti, Bob (R.J.)'; 'Dalbo, Bob (R.J.)'; 'Hightower, Eric (E.)'; 'Lapkewych, Michael (M.P.)'; 'Hayes, April (A.A.)'; 'Nielsen, Christian (C.A.)'
Cc: Darrel Chin; Mike Clark; Dave Laxmert; Mike Radulovich; Larry Mooney; 'tokunaga.mi@sv.mazda.co.jp'; 'Suarez, Rhae (R.)'; 'Lawler, Dave (D.A.)'; 'sferrise@ford.com'; 'daltoon@ford.com'
Subject: RE: Finned Pintle Hold-up

Don,

Some additional items to consider:

- Although the TSB instructs technicians to reflash the PCM, it is not explicit that the reflash be done as a condition to installing the new IAC valve.
- There are many more items in the TSB that may confuse technicians into thinking they need to perform the entire procedure for just an IAC valve replacement.
- Mazda's TSB number is different than Ford's. Will there be separate stickers for IAC valves shipped to Mazda? Suggestion: Rather than referring to the TSB number and to prevent making separate stickers for the Ford and Mazda TSB numbers, we might want the sticker to say, "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." I believe

this statement covers both Ford and Mazda. Bob Dalbo, will this work ?

- Lastly, can we put the sticker on the part itself? There is a chance that the technician is handed a part w/o the box.

Anyway, hope these comments help.

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: Kaercher, Don (D.F.) [mailto:dkaerche@ford.com]
Sent: Wednesday, November 06, 2002 1:28 PM
To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.);
Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle,
Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don
(D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April
(A.A.); Nielsen, Christian (C.A.)
Cc: Limtiaco, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.);
Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.);
Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert
(G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.)
Subject: Finned Pintle Hold-up

Here is a copy of our agreement. Apparently it was not done. Here is what needs to happen:

1. We need the TSB number for our "sticker" and so cataloging can include the info in the catalog.
2. April Hayes in packaging will work with Sam Ferrise to get labels for Hitachi. We will also send labels to Mazda and PRC to sticker the parts already packaged.
3. Purchasing (Chris Nielsen) will probably have to adjust the packaging price to include the cost of the sticker.
4. Mike Lapkewych will have the part cataloged with a message similar to the sticker.

Sorry for all the confusion.....

<outbind://5/usflag_am%20(2).gif> Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Terzes, Laura (L.D.)
Sent: Thursday, August 08, 2002 11:06 AM
To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.);
Wettach, Bill (B.); Suarez, Rhae (R.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.);
Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.)
Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questions #4 and #6.
Don, Michael and Eric: IAC part for Escape TSB we discussed today.

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

From: Sanders, Muriel (M.S.)
Sent: Thursday, August 08, 2002 10:39 AM
To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez,
Rhae (R.); Terzes, Laura (L.D.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Finned Pintle Hold-up
Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!
Rhae/Laura - Please answer items 4 & 6.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?

We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

FCSD PS&L (Parts, Supply & Logistics) has agreed to work with their service parts packaging engineering to place a sticker on the Motorcraft box indicating the IAC change may require a calibration update, and refer to TSB XX-xxx-xx. Rhae Suarez will place information in the Parts Request comments section to insure the sticker is produced and fixed to package.

5. number was skipped by Tom

6. In the parts FCSD catalog we can have a flag that calls out a new PCM/Re-flash but this is not a six sigma repair.

FCSD, PS&L, has agreed to place a flag in the on-line service parts system, GCAT, indicating the new IAC part may require a calibration change. Also, the TSB will list all prior calibrations that must be updated to perform the service procedure and to insure compatibility with the new IAC part.

7. A TSB will need to be issued to the field and there is not enough information in this concern to release a TSB. New PCM part numbers will have to be release in WERS for the new calibration. The stall TSB is written and is waiting for approval of this concern. We cannot get the finned pintle IAC service part number necessary for the TSB until this concern is approved. The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,
Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

Who in service engineering is rejecting this concern? We need to bring them up to speed on this change and the urgency to complete it.

Laura,
How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

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: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

The reason I ask is that service engineering is likely rejecting the concern for, among other reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware that a TSB exists requiring a reflash. Something I'm curious to know is that on the modular products, we introduced the finned pintle design without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and IAC change (i.e. have two separate concerns)?

Christopher R. Galante
cgalante@ford.com

* Fax: (313) 337-3813
* Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.

<<usaf1ag.gif>>

From: Grimes, Jeff (J.R.)
Sent: Friday, November 08, 2002 9:16 AM
To: Kaercher, Don (D.F.); Lawler, Dave (D.A.); Jensen, Ted (T.E.)
Cc: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Lintiac, Steven (S.); Terzes, Laura (L.D.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

How about removing the IAC from the TSB...and letting the component stand on its own.

This would allow the TSB to go forward for the public's benefit, without wasting more time on verbiage.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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

From: Kaercher, Don (D.F.)
Sent: Friday, November 08, 2002 7:23 AM
To: Lawler, Dave (D.A.)
Cc: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Lintiac, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Ferrise, Sam (S.J.)
Subject: FW: Finned Pintle Hold-up

OK Dave, here's the scoop. As expected, we are getting several recommendations as to what verbiage should be on the sticker and in the catalog. We are now losing time. Parts should not be making this decision. I need you to make a decision, and send the exact verbiage you want to April Hayes. Then we can get moving today, and the rest of us will just have to live with it. Thanks!!

Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Altoonian, Don (D.J.)
Sent: Thursday, November 07, 2002 5:02 PM
To: Kaercher, Don (D.F.)
Subject: RE: Finned Pintle Hold-up

Don, I guess that it could, but it has to be flashed so the new valve functions properly. I guess that we could say when changing from what ever the old # is to the new 1L8Z-9P715-AA is the only time that a reflash is required.

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

From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 10:02 AM
To: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

Can't that be misunderstood? If I have this IAC replaced, and flash to 21.7, then need another IAC three years from now, couldn't I misunderstand and think I have to flash again?

Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NFDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Altoonian, Don (D.J.)
Sent: Thursday, November 07, 2002 9:59 AM
To: Lapkewych, Michael (M.P.); Kaercher, Don (D.F.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

Michael, should we not say that your dealer has to reflash to the latest EEC module calibration when installing this valve? The Joe Blow customer does not have the slightest idea what a WDS, or an NGS is. Then to help the dealer, we could say that the calibration has to be obtained from CD-ROM 21.7 or later.

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

From: Lapkewych, Michael (M.P.)
To: Kaercher, Don (D.F.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle,

Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Sent: 11/7/02 8:13 AM
Subject: RE: Finned Pintle Hold-up

Greetings , per Steve's suggestion we here in cataloging can add that note "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." to the catalog information if that helps MIKE

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

From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 8:04 AM
To: Limtiaco, Steven (S.); Kaercher, Don (D.F.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Subject: RE: Finned Pintle Hold-up

Steve, I can reply to some of your suggestions. The first two are really dealing with the TSB service procedure, of which we have no input (we do not normally even see the actual text). Regarding the TSB number on the sticker, I don't have any issue with your suggestion. My only concern is will a wholesale or over-the-counter customer understand the meaning? I want it to be something that a dealer, independent garage or retail customer can understand to the point they realize they may have to have an additional "procedure" done at the dealer.

Regarding the sticker being on the part, you can do that with the stickers we send you, but the agreement we had going in to this was that this was done via a packaging spec versus WERs, so the sticker must be on the box versus the part. To change that would require the sticker to be added to the part in WERs, and you would have to work through Laura Terzes to get that done. Thanks Steve!!

<outbind://4/usflag_sm%20(2).gif> Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaercha@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Steven Limtiaco [mailto:SLimtiac@mazdausa.com]
Sent: Wednesday, November 06, 2002 6:56 PM
To: 'Kaercher, Don (D.F.)'; 'Terzes, Laura (L.D.)'; 'Grimes, Jeff (J.R.)'; 'Yeung, Lem (.); 'Wettach, Bill (B.)'; 'Fournelle, Gilbert (G.)'; 'Fascetti, Bob (R.J.)'; 'Dalbo, Bob (R.J.)'; 'Hightower, Eric (E.)'; 'Lapkewych, Michael (M.P.)'; 'Hayes, April (A.A.)'; 'Nielsen, Christian (C.A.)'

Cc: Darrel Chin; Mike Clark; Dave Lammert; Mike Račulovich; Larry Mooney; 'tokunaga.mi@sv.mazda.co.jp'; 'Suarez, Rhae (R.)'; 'Lawler, Dave (D.A.)'; 'sferrise@ford.com'; 'daltonni@ford.com'
Subject: RE: Finned Pintle Hold-up

Don,

Some additional items to consider:

- Although the TSB instructs technicians to reflash the PCM, it is not explicit that the reflash be done as a condition to installing the new IAC valve.
- There are many more items in the TSB that may confuse technicians into thinking they need to perform the entire procedure for just an IAC valve replacement.
- Mazda's TSB number is different than Ford's. Will there be separate stickers for IAC valves shipped to Mazda? Suggestion: Rather than referring to the TSB number and to prevent making separate stickers for the Ford and Mazda TSB numbers, we might want the sticker to say, "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." I believe this statement covers both Ford and Mazda. Bob Dalbo, will this work?
- Lastly, can we put the sticker on the part itself? There is a chance that the technician is banded a part w/o the box.

Anyway, hope these comments help.

Steve Lintiacco
Mazda North American Operations
Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slintiac@mazdausa.com

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

From: Kaercher, Don (D.F.) [mailto:dkaerche@ford.com]
Sent: Wednesday, November 06, 2002 1:28 PM
To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Lintiacco, Steven (S.); Gibling, Michael (M.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Račulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.)
Subject: Finned Pintle Hold-up

Here is a copy of our agreement. Apparently it was not done. Here is what needs to happen:

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Sorry for all the confusion.....

<outbind://5/usflag_sm%20(2).gif> Don Kaercher
Ford Motor Company
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NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Terzes, Laura (L.D.)
Sent: Thursday, August 08, 2002 11:06 AM
To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.);
Wettach, Bill (B.); Suarez, Rhae (R.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.);
Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.)
Subject: RE: Finned Pintle Hold-up

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Don, Michael and Eric: IAC part for Escape TSB we discussed today.

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Sent: Thursday, August 08, 2002 10:39 AM
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Rhae (R.); Terzes, Laura (L.D.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Finned Pintle Hold-up
Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!
Rhae/Laura - Please answer items 4 & 6.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?
We have data showing that the finned pintle valve is not transparent to

the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

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Possible (low probability) stall at warm startup or engagement.

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Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

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FCSD, PS&L, has agreed to place a flag in the on-line service parts system, GCAT, indicating the new IAC part may require a calibration change. Also, the TSB will list all prior calibrations that must be updated to perform the service procedure and to insure compatibility with the new IAC part.

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The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,

Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration

update is required for the new IACV.

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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: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

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Christopher R. Galante
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* Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.

<<usaf1ag.gif>>

From: Kaercher, Don (D.F.)
Sent: Friday, November 08, 2002 9:47 AM
To: Grimes, Jeff (J.R.); Lawler, Dave (D.A.); Jensen, Ted (T.E.)
Cc: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

That would be up to Dave.

Don Kaercher
Ford Motor Company
FCSD PS&L QSP/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
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Sent: Friday, November 08, 2002 9:16 AM
To: Kaercher, Don (D.F.); Lawler, Dave (D.A.); Jensen, Ted (T.E.)
Cc: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

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This would allow the TSB to go forward for the publics benefit, without wasting more time on verbage.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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

From: Kaercher, Don (D.F.)
Sent: Friday, November 08, 2002 7:23 AM
To: Lawler, Dave (D.A.)
Cc: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.);

'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Ferrise, Sam (S.J.)
Subject: FW: Finned Pintle Hold-up

OK Dave, here's the scoop. As expected, we are getting several recommendations as to what verbiage should be on the sticker and in the catalog. We are now losing time. Parts should not be making this decision. I need you to make a decision, and send the exact verbiage you want to April Hayes. Then we can get moving today, and the rest of us will just have to live with it. Thanks!!

Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Altoonian, Don (D.J.)
Sent: Thursday, November 07, 2002 5:02 PM
To: Kaercher, Don (D.F.)
Subject: RE: Finned Pintle Hold-up

Don, I guess that it could, but it has to be flashed so the new valve functions properly. I guess that we could say when changing from what ever the old # is to the new 1L8Z-9F715-AA is the only time that a reflash is required.

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

From: Kaercher, Don (D.F.)
Sent: Thursday, November 07, 2002 10:02 AM
To: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Len (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.);
'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

Can't that be misunderstood? If I have this IAC replaced, and flash to 21.7, then need another IAC three years from now, couldn't I misunderstand and think I have to flash again?

Don Kaercher
Ford Motor Company
FCSD PS&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
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Sent: Thursday, November 07, 2002 9:59 AM
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Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

Michael, should we not say that your dealer has to reflash to the latest EEC module calibration when installing this valve? The Joe Blow customer does not have the slightest idear what a WDS, or an NGS is. Then to help the dealer, we could say that the calibration has to be obtained from CD-ROM 21.7 or later.

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

From: Lapkewych, Michael (M.P.)
To: Kaercher, Don (D.F.); Limtiaco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Sent: 11/7/02 8:13 AM
Subject: RE: Finned Pintle Hold-up

Greetings , per Steve's suggestion we here in cataloging can add that note "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." to the catalog information if that helps MIKE

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Sent: Thursday, November 07, 2002 8:04 AM
To: Limtiaco, Steven (S.); Kaercher, Don (D.F.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
Cc: Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Lawler, Dave (D.A.); Ferrise, Sam (S.J.); Altoonian, Don (D.J.)
Subject: RE: Finned Pintle Hold-up

Steve, I can reply to some of your suggestions. The first two are really dealing with the TSB service procedure, of which we have no input (we do not normally even see the actual text). Regarding the TSB number on the sticker, I don't have any issue with your suggestion. My only concern is will a wholesale or over-the-counter customer understand the meaning? I want it to be something that a dealer, independent garage or

retail customer can understand to the point they realize they may have to have an additional "procedure" done at the dealer.

Regarding the sticker being on the part, you can do that with the stickers we send you, but the agreement we had going in to this was that this was done via a packaging spec versus WERs, so the sticker must be on the box versus the part. To change that would require the sticker to be added to the part in WERs, and you would have to work through Lauza Terzes to get that done. Thanks Steve!!

<outbind:///4/usflag_sm%20(2).gif> Don Kaercher
Ford Motor Company
FCSD PS&L QSP/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Steven Lintiac [mailto:SLintiac@mazdausa.com]
Sent: Wednesday, November 06, 2002 6:56 PM
To: 'Kaercher, Don (D.F.)'; 'Terzes, Laura (L.D.)'; 'Grimes, Jeff (J.R.)'; 'Yeung, Lem (.)'; 'Wettach, Bill (B.)'; 'Fournelle, Gilbert (G.)'; 'Fascetti, Bob (R.J.)'; 'Dalbo, Bob (R.J.)'; 'Hightower, Eric (E.)'; 'Lapkewych, Michael (M.P.)'; 'Hayes, April (A.A.)'; 'Nielsen, Christian (C.A.)'
Cc: Darrel Chin; Mike Clark; Dave Lammert; Mike Radulovich; Larry Mooney; 'tokunaga.mi@sv.mazda.co.jp'; 'Suarez, Rhas (R.)'; 'Lawler, Dave (D.A.)'; 'sferrise@ford.com'; 'daltoon@ford.com'
Subject: RE: Finned Pintle Hold-up

Don,

Some additional items to consider:

- Although the TSB instructs technicians to reflash the PCM, it is not explicit that the reflash be done as a condition to installing the new IAC valve.
- There are many more items in the TSB that may confuse technicians into thinking they need to perform the entire procedure for just an IAC valve replacement.
- Mazda's TSB number is different than Ford's. Will there be separate stickers for IAC valves shipped to Mazda? Suggestion: Rather than referring to the TSB number and to prevent making separate stickers for the Ford and Mazda TSB numbers, we might want the sticker to say, "Vehicle PCM must be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR to installation of this part." I believe this statement covers both Ford and Mazda. Bob Dalbo, will this work?
- Lastly, can we put the sticker on the part itself? There is a chance that the technician is handed a part w/o the box.

Anyway, hope these comments help.

Steve Lintiac
Mazda North American Operations

Tribute Product Support
949-442-6514 (phone)
949-442-6599 (fax)
e-mail: slimtiac@mazdausa.com

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

From: Kaercher, Don (D.F.) [mailto:dkaerche@ford.com]
Sent: Wednesday, November 06, 2002 1:28 PM
To: Terzes, Laura (L.D.); Sanders, Muriel (M.S.); Grimes, Jeff (J.R.);
Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Fournelle,
Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Kaercher, Don
(D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.); Hayes, April
(A.A.); Nielsen, Christian (C.A.)
Cc: Lintiac, Steven (S.); Giblin, Michael (M.); Chin, Darrel (D.);
Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.);
Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Fournelle, Gilbert
(G.); Dalbo, Bob (R.J.); Suarez, Rhae (R.); Lawler, Dave (D.A.)
Subject: Finned Pintle Hold-up

Here is a copy of our agreement. Apparently it was not done. Here is
what needs to happen:

1. We need the TSB number for our "sticker" and so cataloging can
include the info in the catalog.
2. April Hayes in packaging will work with Sam Ferrise to get
labels for Hitachi. We will also send labels to Mazda and PRC to
sticker the parts already packaged.
3. Purchasing (Chris Nielsen) will probably have to adjust the
packaging price to include the cost of the sticker.
4. Mike Lapkewych will have the part cataloged with a message
similar to the sticker.

Sorry for all the confusion.....

<outbind://5/usflag_em%20(2).gif> Don Kaercher
Ford Motor Company
FCSD P&L QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Terzes, Laura (L.D.)
Sent: Thursday, August 08, 2002 11:06 AM
To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.);
Wettach, Bill (B.); Suarez, Rhae (R.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.);
Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.)
Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questions #4 and #6.

Don, Michael and Eric: IAC part for Escape TSB we discussed today.

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

From: Sanders, Muriel (M.S.)
Sent: Thursday, August 08, 2002 10:39 AM
To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez, Rhae (R.); Terzes, Laura (L.D.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Finned Pintle Hold-up
Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lem/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!
Rhae/Laura - Please answer items 4 & 6.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?

We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

FCSD PS&L (Parts, Supply & Logistics) has agreed to work with their service parts packaging engineering to place a sticker on the Motorcraft box indicating the IAC change may require a calibration update, and refer to TSB XX-xxx-xx. Rhae Suarez will place information in the Parts Request comments section to insure the sticker is produced and fixed to package.

5. number was skipped by Tom

6. In the parts FCSD catalog we can have a flag that calls out a new PCM/Re-flash but this is not a six sigma repair.

FCSD, PS&L, has agreed to place a flag in the on-line service parts system, GCAT, indicating the new IAC part may require a calibration change. Also, the TSB will list all prior calibrations that must be updated to perform the service procedure and to insure compatibility with the new IAC part.

7. A TSB will need to be issued to the field and there is not enough information in this concern to release a TSB. New PCM part numbers will have to be release in WERS for the new calibration.

The stall TSB is written and is waiting for approval of this concern.

We cannot get the finned pintle IAC service part number necessary for the TSB until this concern is approved. The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Tarzes, Laura (L.D.); Fascetti, Bob (R.J.)
Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,
Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

Who in service engineering is rejecting this concern? We need to bring them up to speed on this change and the urgency to complete it.

Laura,
How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

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: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

The reason I ask is that service engineering is likely rejecting the concern for, among other reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware

that a TSB exists requiring a reflash. Something I'm curious to know is that on the modular products, we introduced the firmed pintle design without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and IAC change (i.e. have two separate concerns)?

Christopher R. Galante
cgalante@ford.com

* Fax: (313) 337-3813
* Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.

<<usaf1ag.gif>>

From: Lawler, Dave (D.A.)
Sent: Friday, November 08, 2002 10:30 AM
To: Kaercher, Don (D.F.); Hayes, April (A.A.)
Cc: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Lintiac, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Nielsen, Christian (C.A.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Ferrise, Sam (S.J.)
Subject: RE: Finned Pintle Hold-up

All,
I do not want to remove the IAC from the T.S.B.

April,
Use verbage as follows:

"Installing this 1L8Z-9F715-AA part to replace a similar part with a different part number REQUIRES that the Vehicle PCM be reflashed to latest calibration available on WDS software B21.7 or later, PRIOR TO THE INSTALLATION OF THE NEW PART."

Thanks.

Dave Lawler
FCSD Program Manager - L.H.D. Escape/Tribute/Maverick
DLAWLER1 Office: 816-414-5602 Pager: 313-754-1760

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

From: Kaercher, Don (D.F.)
Sent: Friday, November 08, 2002 6:23 AM
To: Lawler, Dave (D.A.)
Cc: Altoonian, Don (D.J.); Lapkewych, Michael (M.P.); Lintiac, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.); Chin, Darrel (D.); Clark, Michael (M.); Lammert, David (D.); Radulovich, Michael (M.); Mooney, Larry (L.); 'tokunaga.mi@sv.mazda.co.jp'; Suarez, Rhae (R.); Ferrise, Sam (S.J.)
Subject: FW: Finned Pintle Hold-up

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To: Kaercher, Don (D.F.); Lintiacco, Steven (S.); Terzes, Laura (L.D.); Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Hightower, Eric (E.); Hayes, April (A.A.); Nielsen, Christian (C.A.)
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Cc: Darrel Chin; Mike Clark; Dave Lammert; Mike Radulovich; Larry Mooney; 'tokunaga.mi@sv.mazda.co.jp'; 'Suarez, Rhae (R.)'; 'Lawler, Dave (D.A.)'; 'sferrise@ford.com'; 'daltoon@ford.com'
Subject: RE: Finned Pintle Hold-up

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Anyway, hope these comments help.

Steve Lintiac
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Tribute Product Support
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e-mail: slintiac@mazdausa.com

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Here is a copy of our agreement. Apparently it was not done. Here is what needs to happen:

1. We need the TSB number for our "sticker" and so cataloging can include the info in the catalog.
2. April Hayes in packaging will work with Sam Ferrise to get labels for Hitachi. We will also send labels to Mazda and PRC to sticker the parts already packaged.
3. Purchasing (Chris Nielsen) will probably have to adjust the packaging price to include the cost of the sticker.
4. Mike Lapkewych will have the part cataloged with a message similar to the sticker.

Sorry for all the confusion.....

<outbind://5/usflag_sm&20(2).gif> Don Kaercher
Ford Motor Company
FCSD PSEL QSF/Recall/Top 100 Dept. Mgr.
NPDC 1310C Text Pager: (734) 797-5993
e-mail: dkaerche@ford.com
*Phone: (734) 266-9793 *Fax: (734) 266-1166

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

From: Terzes, Laura (L.D.)
Sent: Thursday, August 08, 2002 11:06 AM
To: Sanders, Muriel (M.S.); Grimes, Jeff (J.R.); Yeung, Lem (.);
Wettach, Bill (B.); Suarez, Rhae (R.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.);
Kaercher, Don (D.F.); Hightower, Eric (E.); Lapkewych, Michael (M.P.)
Subject: RE: Finned Pintle Hold-up

See below in RED text answers to questions #4 and #6.
Don, Michael and Eric: IAC part for Escape TSB we discussed today.

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

From: Sanders, Muriel (M.S.)
Sent: Thursday, August 08, 2002 10:39 AM
To: Grimes, Jeff (J.R.); Yeung, Lem (.); Wettach, Bill (B.); Suarez,
Rhae (R.); Terzes, Laura (L.D.)
Cc: Fournelle, Gilbert (G.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Finned Pintle Hold-up
Importance: High

The black text below are the answers to Tom Durfee's (Service Engineering) questions. He is rejecting the concern until these items are addressed. Please let me know when this information has been added to the concern.

Lam/Jeff/Bill - I do not have WERS access. Will one of you please add the responses to items 1-3 & 7 for me. Thanks!
Rhae/Laura - Please answer items 4 & 5.

1. Other IAC's have had this new fin pintle design and no PCM reflash was required why does this vehicle line need a reflash with an IAC change?

We have data showing that the finned pintle valve is not transparent to the guide A valve. The mean finned pintle ISC duty cycle at idle is 3% higher than with the current production valve.

2. If the new IAC is installed and no reflash is done what is the failure mode?

Possible (low probability) stall at warm startup or engagement.

3. Does the calibration have to be updated with the new IAC?

Yes, applicable calibration numbers were entered in this concern by John Bogema on 7/25/02.

4. If the calib has to be update with this new IAC, how does the out of warranty customer get notified of this requirement?

PCSD PS&L (Parts, Supply & Logistics) has agreed to work with their service parts packaging engineering to place a sticker on the Motorcraft box indicating the IAC change may require a calibration update, and refer to TSB XK-xxx-xx. Rhae Suarez will place information in the Parts Request comments section to insure the sticker is produced and fixed to package.

5. number was skipped by Tom

6. In the parts PCSD catalog we can have a flag that calls out a new PCM/Re-flash but this is not a six sigma repair.

PCSD, PS&L, has agreed to place a flag in the on-line service parts system, GCAT, indicating the new IAC part may require a calibration change. Also, the TSB will list all prior calibrations that must be updated to perform the service procedure and to insure compatibility with the new IAC part.

7. A TSB will need to be issued to the field and there is not enough information in this concern to release a TSB. New PCM part numbers will have to be release in WERS for the new calibration.

The stall TSB is written and is waiting for approval of this concern. We cannot get the finned pintle IAC service part number necessary for the TSB until this concern is approved.

The calibration part numbers were released in C11390580. They will be available to Fordstar on 8/9/02.

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: Wednesday, August 07, 2002 5:20 PM
To: Galante, Chris (C.R.); Terzes, Laura (L.D.); Fascetti, Bob (R.J.)

Cc: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.)
Subject: Finned Pintle Hold-up
Importance: High

Chris,

Yes, the finned pintle IACV does require a calibration change on the Escape/Tribute. The service calibrations will be available Friday (8/9). We have a TSB in for review that explains that the calibration update is required for the new IACV.

Who in service engineering is rejecting this concern? We need to bring them up to speed on this change and the urgency to complete it.

Laura,

How does FCSD manage coordinated parts changes like this IACV/calibration combination? Is that process already underway for this change?

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: Galante, Chris (C.R.)
Sent: Wednesday, August 07, 2002 10:47 AM
To: Dalbo, Bob (R.J.)
Subject: calibration change for Escape

Hi Bob.

We spoke earlier about the calibration change for Escape related to stalls, and you gave me a concern number (C11390555) which is related to the finned pintle IAC change. Does the IAC change require the calibration change??

The reason I ask is that service engineering is likely rejecting the concern for, among other reasons, the chance that a customer who has a vehicle out of warranty may change the IAC themselves and not be aware that a TSB exists requiring a reflash. Something I'm curious to know is that on the modular products, we introduced the finned pintle design without any calibration change. Why would the Escape be unique in this regard? If not, should we disassociate the calibration change and IAC change (i.e. have two separate concerns)?

Christopher R. Galante
cgalante@ford.com

* Fax: (313) 337-3813
* Phone: (313) 845-6067
Pager: (313) 795-2807

V-Engine Engineering - Ford Motor Co.

<<usaflag.gif>>

From: Dan Rothweiler [DRothwei@mazdausa.com]
Sent: Tuesday, November 12, 2002 1:14 PM
To: Steven Lintiac; 'Don Altoonian'; 'Bob Dalbo'
Cc: Chris Capuzzo; George Goller; Dominick de Caprio; Michael Fracchiolla; Marianne Morola; Larry Mooney; Dave Pace (Old NE Mailbox)
Subject: FW: Report of another stall after reflash with AYD cal

WDS_SessionArchive

~#1#####1K... I inspected this vehicle yesterday at 51424 Woodbridge Mazda. The customer said that she had experienced an engine stall while going down a grade at 20 MPH on Staten Island NY on 10/27/2002. I had previously performed a final repair under NJ lemon law on this vehicle on 9/11/02 @ 19572 miles. The vehicle was said to be OK for 3000 miles since the repair on 9/11. A new PCM, DPFE, and updated MAF sensor were replaced at that repair. The complete TSB was performed and no other issues were noted. I have attached a WDS session that I performed on the vehicle yesterday.

Here are the findings. Let me know if I have missed anything that may be an influence:

1. ALLCMDTC self test was run and B1352 was in memory. This may prove that the vehicle did actually stall for the customer.
2. IAC duty with NO load, NO purge is excessive at 41%. Throttle body and IAC will be replaced. IAC with finned pintle.
3. Fuel trims do seem to be running slightly negative. See recording. This may be influencing what I found to be an excessive quantity of RPM drop during a purge re-cycle. One recording shows 60 RPM's of drop when the EVAPVM recycled from high duty to 0%. The vent line was checked for obstruction and none was found. With no way to effectively eliminate the possibility of an intermittently defective VMV, it will be replaced and returned to FORD for analysis.
4. Since this vehicle's stall was said to occur at different locations of the same road on Staten Island, I want to check into the possibility of replacing the PCM with a new one that contains the capacitor for EMC. Can anyone tell me if the PDC has stock of that component? Was there a part number change?

Please call with any questions. I will inspect the vehicle again on 11/18/2002 to verify proper repair.

Daniel R. Rothweiler

Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

<http://www.mazdausa.com/mazda6>

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

From: Marianne Merola
Sent: Thursday, November 07, 2002 11:12 AM
To: Dominick de Caprio; George Golfieri; Dan Rothweiler
Cc: Chris Capuzzo; Michael Fracchiolla
Subject: RE: report of another stall after reflash

FYI-

The customer has agreed to return to the dealer for us to inspect the vehicle. We've already had a final repair opportunity, back on 9/11...She will pick up a rental this Saturday, 11/9, so her Tribute will be there for Danny to inspect on Monday, 11/11. Dominick can meet with the customer on Wednesday as necessary.

Marianne Merola
Specialist, Consumer Compliance
(949) 727-6275

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

From: Dominick de Caprio
Sent: Wednesday, November 06, 2002 5:29 PM
To: George Golfieri; Marianne Merola; Dan Rothweiler
Cc: Chris Capuzzo; Michael Fracchiolla
Subject: RE: report of another stall after reflash

I just set a date to meet another customer at Sansone's next Wednesday. Can meet this customer also, but we need to determine if the correct flashing was done or still has to be done, because we know that those affected vehicles had no set pattern for stalling.

Dominick De Caprio
DCSM01
v-m: 732-868-2021
email: ddecapri@mazdausa.com
Cell: 732-547-8602

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

From: George Golfieri
Sent: Wednesday, November 06, 2002 3:48 AM
To: Marianne Merola; Dan Rothweiler
Cc: Chris Capuzzo; Dominick de Caprio; Michael Fracchiolla
Subject: RE: report of another stall after reflash

Don, You need to step in and road test this vehicle in the same location where the customer is experiencing the stall.

George Golfieri
ZSPM Zone 1
732.868.2152 Office
732.547.8584 Cell
732.356.9441 Fax

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

From: Marianne Merola
Sent: Tuesday, November 05, 2002 7:20 PM
To: Dan Rothweiler
Cc: George Golfieri; Chris Capuzzo; Dominick de Caprio; Michael Fracchiolla
Subject: re: report of another stall after reflash
Importance: High

Re: customer Nakaisha Thomas, vin#4F2CU08161KM70344
Danny-

The customer said the car stalled the same place as it did before.... So maybe the service mgr can go there with her. She doesn't know if there are any radio towers in the area. She said she was coasting, around 20-30 mph.

She was not using the gas pedal, on a decline, but not what she would consider a hill. The weather was cold, no rain. She was getting ready to

brake b/c the light was red up ahead. Then the car stalled, just once. This

happened on Sunday, 10-27. The street was not very busy, so she was able to

veer to the right, use the brakes, and start the car right back up. She did

not notice any radio towers anywhere, but she is uncertain.

I told the customer we need to inspect the vehicle, and she said that this

is fine, but that this dealer gives problems with rental cars, and arranging

to have one there for her requires much advanced notice. I actually remember

this being the case last time she was at the dealer. I will call Don Way,

the SM tomorrow at 51424. The customer said she can bring in the car on Saturday. I'll let you know what day she is going in to confirm.

Marianne Merola
Specialist, Consumer Compliance
(949) 727-6275

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

From: Dan Rothweiler
Sent: Thursday, October 31, 2002 4:41 PM
To: Marianne Merola
Cc: George Golfieri; Chris Capuzzo; Dominick de Caprio
Subject: RE: report of another stall after reflash

Marianne, Ask her if her foot was on the gas or not and at what speed she was going. Also how many times it stalled, if more than once. Also, did it stall near radio towers? A couple questions for you. What dealer installed the software? We have had a lot of cases of dealers that think that they installed the latest software but actually didn't as their WDS was not running the current update. A calibration related stall has always been very intermittent. If her vehicle is stalling fairly consistently then I feel that even with the latest software, the dealer may have missed something during the TSB procedures. An undetected Evaporative problem, IE stuck closed vapor management valve, may be the reason. Try to calm her down and have her return the vehicle to the dealer. I will touch base with the dealer to see what may be going on here. Let me know,

Danny

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

From: Marianne Merola

Sent: 10/31/2002 7:24:19 PM

To: Dan Rothweiler

Subject: report of another stall after reflash

Hi Danny,

I received a message from a customer Naksisha Thomas, vin#4F2CU08161KM70344. She said her Tribute stalled again. Before I speak to her, is there anything specific I should be asking her regarding the incident? I called her and she was driving on her cell phone, and couldn't talk to me. I told her that her car is the first in the nation to stall after the latest reflash, and i sensed she got a little nervous, which is why she wants me to call her back. i was planning on asking her when, where, weather, road conditions, speed... anything else? Thanks.

Marianne Merola

Specialist

Consumer Compliance

(949) 727-6275

(281) 582-6044 - Fax

C:\WINDOWS\TEMP\WDS_SessionArchive-#1#####1KM70344-01-U204-3.0L-51D7-1.zip

Name	Modified	Size	Ratio	Packed
#1#####1KM70344-01-U...	11/11/2002 3:25 PM	870	48%	349
#1#####1KM70344-01-U...	11/11/2002 3:25 PM	2,720	64%	972
#1#####1KM70344-01-U...	11/11/2002 3:25 PM	5,183	72%	1,457
#1#####1KM70344-01-U...	11/11/2002 3:24 PM	40	30%	29
#1#####1KM70344-01-U...	11/11/2002 12:43 PM	1,131,732	76%	274,392
#1#####1KM70344-01-U...	11/11/2002 12:55 PM	1,107,924	76%	263,476
#1#####1KM70344-01-U...	11/11/2002 1:02 PM	1,133,044	76%	266,770
#1#####1KM70344-01-U...	11/11/2002 9:22 PM	583,566	76%	127,612
8 file(s)		3,964,868	76%	935,258

From: Suarez, Rhea (R.)
Sent: Tuesday, November 12, 2002 2:45 PM
To: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Terzes, Laura (L.D.); Lawler, Dave (D.A.); Altonian, Don (D.J.); Price, Martin (M.)
Subject: FW: 97-4373R5 has gone to FINAL as 02-23-1 (enUSA)
Importance: High

Escape Stall TSB# 2-23-01 is now released.

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

From: GSIPLUS@FORD.COM [mailto:GSIPLUS@FORD.COM]
Sent: Tuesday, November 12, 2002 2:35 PM
To: RSUAREZ@FORD.COM
Subject: 97-4373R5 has gone to FINAL as 02-23-1 (enUSA)
Importance: High

English TSB Article 02-23-1 has been released for publication

The following Technical Service Bulletin (TSB) article has been moved from collaboration and is now final. Dealers may view this article on the next business day via OASIS and godealer.com. Company personnel may view it at: <http://techservice.tso.ford.com/>.

Concern Tracking Number: 97-4373R5

TSB Article Number: 02-23-1

**Description: DRIVEABILITY - INTERMITTENT ENGINE QUIT OR IDLE DIP
- NO DIAGNOSTIC TROUBLE CODES (DTCs) PRESENT -
VEHICLES EQUIPPED WITH 3.0L DURATEC ENGINE ONLY.**

Vehicles: ESCAPE

From: Fascetti, Bob (R.J.)
Sent: Wednesday, November 13, 2002 7:35 AM
To: Vahratian, Adam (A.J.)
Cc: Hallauer, Julie (J.A.); Intravala, Joseph (J.S.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Adam,
there is a fix for this, that has been available since around 9-15. We will contact the dealer, and make sure he is implementing it.

Bob, please call this dealer and give them the details.

Adam, I hope you are well.

Bob Fascetti

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

From: Vahratian, Adam (A.J.)
Sent: Tuesday, November 12, 2002 6:19 PM
To: Hallauer, Julie (J.A.); Intravala, Joseph (J.S.); Fascetti, Bob (R.J.)
Subject: Problems with Escape Vehicles in Cincinnati area

Julie, Joe, and Bob,

I would like to inform you of some feedback I received from a Local Cincinnati dealer, after I asked him how Escapes were selling yesterday.

There seems to be an engine stall problem when customers drive down a steep hill and backing out of the throttle before going into a turn near the bottom of the hill.

Recently 12 - 15 customers have complained of this problem.

6 of the customers had their cars bought back by the Dealer.

- All were Female.
- 3.0L Escapes
- AWD status unknown
- Speed ~35 mph
- The hills had a number of side to side turns
- Sometimes the engine would start right away, other times the customer needed to wait for a period of time before the engine started.

The Dealer I talked to was Dick Barrick

Montgomery Ford
9260 Montgomery Rd.
Montgomery, OH 45242
Phone (513) 891-0500
Fax (513) 936-5486

I am not sure if you are aware of this type of problem. I would appreciate it if you could have one of your people follow-up with this dealer.

Please give me a call if you have any questions.

Regards,

Adam Vahratian
Director CVT Programs
(513) 732-4245

From: Kapp, Dan (Daniel R.)
Sent: Wednesday, November 13, 2002 4:24 PM
To: Hallauer, Julie (J.A.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (G.T.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

There have been very well known issues with Escape stalling with multiple root causes and containments put in place along with TSB's, SSM's et. all and regular updates by Jerry at the dealer council so I'm surprized that dealers aren't yet aware of the service fixes. Having said all of that , the feedback I just got from Fascetti is that with the latest fix in place the incidence rate has dropped dramatically. Follow up required is to understand the level of production or service fix these vehicles represented.

—Original Message—

From: Hallauer, Julie (J.A.)
Sent: Wednesday, November 13, 2002 8:33 AM
To: Kapp, Dan (Daniel R.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (G.T.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

FYI

Julie A. Hallauer

Powertrain PD Quality Engineering Manager
Phone: 313-32-26870 Fax: 313-24-86400
Pager: 734-651-0796 Cell: 248-982-7010
Admin: Peggy Yost Ph: 313-39-07383

—Original Message—

From: Vahrotian, Adam (A.J.)
Sent: Tuesday, November 12, 2002 6:19 PM
To: Hallauer, Julie (J.A.); Intravala, Joseph (J.S.); Fascetti, Bob (R.J.)
Subject: Problems with Escape Vehicles in Cincinnati area

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Montgomery, OH 45242
Phone (513) 891-0500
Fax (513) 938-6486

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Please give me a call if you have any questions.

Regards,

Adam Vahraien
Director CVT Programs
(613) 732-4245

From: Dalbo, Bob (R.L.)
Sent: Wednesday, November 13, 2002 4:52 PM
To: Grimes, Jeff (J.R.); Suarez, Rhae (R.)
Subject: RE: TSB's for non-affected vehicles

Jeff,

My understanding is that unless a problem can be reproduced, the TSB will not be performed. Since the Escape stalling issue cannot generally be reproduced, the TSB directs dealer to perform the TSB based on the customer's complaint alone.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 785-2869 Email: rdalbo@ford.com

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

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 4:17 PM
To: Suarez, Rhae (R.); Dalbo, Bob (R.L.)
Subject: TSB's for non-affected vehicles

Is FCSD Standard practice to apply ALL applicable TSB's to vehicles, even if they are NOT exhibiting the actual problem?

Case in point, it appears we have vehicles coming in, and going out without indication of having the Stalls TSB applied...

Jeff Grimes

OPD & Valve Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 684-7323
e-mail: jgrimes1@ford.com

From: Yeung, Lem (.)
Sent: Wednesday, November 13, 2002 8:11 PM
To: Grimes, Jeff (J.R.); Sventickas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

Jeff and I discussed this today. We have been noticing on some of the CQIS claims that not all vehicles with stall complaints were getting the recommendation for the hotline to reflash the calibration. Jeff is going to check with FCSD on what is happening here.

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

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

From: Sventickas, Ed (E.)
Sent: Wednesday, November 13, 2002 9:34 AM
To: Yeung, Lem (.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

Ed Sventickas

Manager of 2.5/3.0L V6
Duratec Engines
V-Engine Engineering
Phone - 313 845 6080
Fax - 313 594 7323
esventic@ford.com
Text Pager:313-851-0825

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

From: Halbauer, Julie (J.A.)
Sent: Wednesday, November 13, 2002 9:32 AM
To: Kapp, Dan (Daniel R.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (S.T.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

FYI

Julie A. Halbauer

Powertrain PD Quality Engineering Manager
Phone: 313-32-26870 Fax: 313-24-86400
Page: 734-651-0796 Cell: 248-982-7010
Admin: Peggy Yost Ph: 313-39-07383

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

From: Fascetti, Bob (R.J.)
Sent: Wednesday, November 13, 2002 7:35 AM
To: Vohration, Adam (A.J.)
Cc: Halbauer, Julie (J.A.); Intravala, Joseph (J.S.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Adam,
there is a fix for this, that has been available since around 9-15. We will contact the dealer, and make sure he is implementing it.

Bob, please call this dealer and give them the details.

Adam, I hope you are well.

Bob Fascetti

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

From: Vahratian, Adam (A.J.)
Sent: Tuesday, November 12, 2002 6:19 PM
To: Helleuer, Julie (J.A.); Intravala, Joseph (J.S.); Fascetti, Bob (R.J.)
Subject: Problems with Escape Vehicles in Cincinnati area

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The Dealer I talked to was Dick Barrick

Montgomery Ford
9260 Montgomery Rd.
Montgomery, OH 45242
Phone (513) 881-0500
Fax (513) 836-5486

I am not sure if you are aware of this type of problem. I would appreciate it if you could have one of your people follow-up with this dealer.

Please give me a call if you have any questions.

Regards,

Adam Vahratian
Director CVT Programs
(513) 732-4245

From: Fascetti, Bob (R.J.)
Sent: Wednesday, November 13, 2002 6:18 PM
To: Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (G.T.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

We agree, and that is why we are calling the dealer directly to get the straight story. I'll send a note out after talking to the dealer.

Bob Fascetti

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

From: Kapp, Dan (Daniel R.)
Sent: Wednesday, November 13, 2002 4:24 PM
To: Hallauer, Julie (J.A.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (G.T.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

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Sent: Wednesday, November 13, 2002 8:33 AM
To: Kapp, Dan (Daniel R.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (G.T.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

FYI

Julia A. Hallauer

Powertrain PD Quality Engineering Manager

Phone: 313-32-26870 Fax: 313-24-86400

Page: 734-651-0796 Cell: 248-982-7010

Admin: Peggy Yost Ptc: 313-39-07383

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

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Sent: Tuesday, November 12, 2002 6:19 PM
To: Hallauer, Julie (J.A.); Intravala, Joseph (J.S.); Fascetti, Bob (R.J.)
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The Dealer I talked to was Dick Barrick

Montgomery Ford
9260 Montgomery Rd.
Montgomery, OH 45242
Phone (513) 891-0500
Fax (513) 936-5488

I am not sure if you are aware of this type of problem. I would appreciate it if you could have one of your people follow-up with this dealer.

Please give me a call if you have any questions.

Regards,

Adam Vahratian
Director CVT Programs
(513) 732-4245

From: Dalbo, Bob (R.J.)
Sent: Wednesday, November 13, 2002 6:28 PM
To: Fascetti, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Bob,

Escape Stall TSB# 2-23-01 was released on 11/12/2002. This TSB is an update of the earlier version and addresses every identified root cause. The latest fixes in this TSB went into production on 9/11/02 and we currently have no CQIS claims for stalling on vehicles built after this date.

I spoke with Dick Barrick, gave him the TSB #, and gave him my phone number in case the dealership has any problems following the TSB. I will follow up with the service manager, Cathy Knauss, to make certain these concerns are being addressed.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31768
Pager: (313) 795-2859 Email: rdalbo@ford.com

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

From: Kapp, Dan (Daniel R.)
Sent: Wednesday, November 13, 2002 4:24 PM
To: Hallauer, Julie (J.A.); Sveticas, Ed (E.); McCliment, Greg (G.A.); Kurr, Jerry (G.T.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

There have been very well known issues with Escape stalling with multiple root causes and containments put in place along with TSB's, SSM's et. al and regular updates by Jerry at the dealer council so I'm surprized that dealers aren't yet aware of the service fixes. Having said all of that, the feedback I just got from Fascetti is that with the latest fix in place the incidence rate has dropped dramatically. Follow up required is to understand the level of production or service fix these vehicles represented.

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

From: Hallauer, Julie (J.A.)
Sent: Wednesday, November 13, 2002 8:33 AM
To: Kapp, Dan (Daniel R.); Sveticas, Ed (E.); McCliment, Greg (G.A.); Kurr, Jerry (G.T.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

FYI

Julie A. Hallauer

Powertrain PD Quality Engineering Manager
Phone: 313-32-26870 Fax: 313-24-86400
Page: 734-651-0796 Call: 248-982-7010
Admin: Peggy Yost Ph: 313-39-07383

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

From: Vahratian, Adam (A.J.)
Sent: Tuesday, November 12, 2002 6:19 PM
To: Hallauer, Julie (J.A.); Intravala, Joseph (J.S.); Fascetti, Bob (R.J.)
Subject: Problems with Escape Vehicles in Cincinnati area

Julie, Joe, and Bob,

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- 3.0L Escapes
- AWD status unknown
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- The hills had a number of side to side turns
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The Dealer I talked to was Dick Barriok

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9260 Montgomery Rd.
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Adam Vahrtian
Director CVT Programs
(513) 732-4245

From: Klarr, Jerry (G.T.)
Sent: Thursday, November 14, 2002 7:29 AM
To: Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Cc: Terzes, Laura (L.D.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

At the dealer council meeting, other dealers were not aware of the latest fixes. I asked FCSD at the meeting to take the assignment to make sure the appropriate notification is in the system. I understand the latest TSB went out on the 12th.

Laura - pls confirm we have the OASIS etc updated.

G. T. Klarr (Jerry)
P/T Chief Engineer: PH: 32-26688/Cube: 1BA45
PDC/MD #205/FAX: 62-18063/gklarr@ford.com

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From: Kapp, Dan (Daniel R.)
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Adam Vahratian
Director CVT Programs
(513) 732-4245

From: Fascetti, Bob (R.J.)
Sent: Thursday, November 14, 2002 7:32 AM
To: Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Klarr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Terzes, Laura (L.D.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

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Subject: RE: Problems with Escape Vehicles in Cincinnati area

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

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

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Subject: RE: Problems with Escape Vehicles in Cincinnati area

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From: Wednesday, November 13, 2002 8:33 AM
To: Kapp, Dan (Daniel R.); Swentickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (G.T.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

FYI

Julia A. Hallauer

Powertrain PD Quality Engineering Manager

Phone: 313-32-26870 Fax: 313-24-86400

Page: 734-651-0796 Cell: 248-982-7010

Admin: Peggy Yost Ph: 313-39-07383

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Please give me a call if you have any questions.

Regards,

Adam Vehraian
Director CVT Programs
(513) 732-4245

From: Suarez, Rhoe (R.)
Sent: Thursday, November 14, 2002 7:46 AM
To: Grimes, Jeff (J.R.); Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.)
Subject: RE: TSB's for non-affected vehicles

No, the common practice is that dealers will not work on a vehicle unless the concern can be duplicated. However, the exception has been this stall concern. Due to the very high exposure of this concern and the very intermittent condition we have asked dealers to go through the TSB as long as a customer comes in with a stall claim. We are under NHTSA investigation and we HAD to come out with all the fixes we were aware of.

Hope this helps.

Rhoe

— Original Message —

From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 4:17 PM
To: Suarez, Rhoe (R.); Dalbo, Bob (R.J.)
Subject: TSB's for non-affected vehicles

Is FCSD Standard practice to apply ALL applicable TSB's to vehicles, even if they are NOT exhibiting the actual problem?

Case in point, it appears we have vehicles coming in, and going out without indication of having the Stalls TSB applied...

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 694-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 14, 2002 8:14 AM
To: Suarez, Rhee (R.); Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.); Young, Lem (.)
Subject: RE: TSB's for non-affected vehicles

Seems the right thing to do for the customer is updating the software running their vehicles when we have a known issue. This should apply whether the customer has seen the problem or not.

Unlike components and assemblies, software doesn't decay over time. Certain "external" variables can decay, effectively changing the execution of the software...But given a specific set of variable conditions, software will ALWAYS repeat itself.

I offer that updating the calibration for the customer prevents the conditions, whatever the root cause (IAC, DPFE, VMV, etc), from impacting the customer.

Basis for my question is twofold:

- 1) The practice of only repairing if the concern can be duplicated
 - a. We are all aware of how difficult it was to repeat the stall concern internally...With all the variables in play, expecting dealers to meet EVERY condition at the same time is a stretch...Again, Code will always execute the same, given ALL variables/flags meet identical conditions at the same point in time. This Achilles heel of the calibration community.
- 2) Several OQIS claims for driveability/stall/no starts that reference no change to the calibration...

Bob? Any thoughts?

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

---Original Message---

From: Suarez, Rhee (R.)
Sent: Thursday, November 14, 2002 7:48 AM
To: Grimes, Jeff (J.R.); Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.)
Subject: RE: TSB's for non-affected vehicles

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Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 14, 2002 8:17 AM
To: Dalbo, Bob (R.J.)
Subject: RE: TSB's for non-affected vehicles

Lem and I are seeing some CQIS claims that lead us to believe that's not happening, hence the question

Jeff Grimes

OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, November 13, 2002 4:52 PM
To: Grimes, Jeff (J.R.); Suarez, Rhae (R.)
Subject: RE: TSB's for non-affected vehicles

Jeff,

My understanding is that unless a problem can be reproduced, the TSB will not be performed. Since the Escape stalling issue cannot generally be reproduced, the TSB directs dealer to perform the TSB based on the customer's complaint alone.

Bob Dalbo

3.0L Calibration Supervisor
Outfitare Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 785-2859 Email: rdalbo@ford.com

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From: Grimes, Jeff (J.R.)
Sent: Wednesday, November 13, 2002 4:17 PM
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e-mail: jgrimes1@ford.com

From: Terzes, Laura (L.D.)
Sent: Thursday, November 14, 2002 10:59 AM
To: Fascetti, Bob (R.J.); Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Klarr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Suarez, Rhae (R.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Agree with this approach. Unfortunately there will continue to be a time lag between those dealers with recent knowledge of the Escape stalls issue and their knowledge of the recently released fix. For the next month or so we may continue to hear from dealers whose level of awareness relative to the fix is not up to date. We have received numerous feedback notes, the repair is effective and Mazda confirms as well.

Jerry, we also have agreement from Mazda to monitor the fleet of buybacks they have recently repaired and are offering at a discount to their employees. As Bob Dalbo stated, all the latest info is released including sufficient quantity of service parts. Also the Tech Hotline has all the latest info.

Laura Terzes
Manager, Outfitting Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-36572 / fax (313) 24-88181 / lterzes.ford.com

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

From: Fascetti, Bob (R.J.)
Sent: Thursday, November 14, 2002 7:32 AM
To: Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Klarr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Terzes, Laura (L.D.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

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

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

From:)
Sent: Wednesday, November 13, 2002 4:24 PM
To: ; McCliment, Greg (G.A.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles In Cincinnati area

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Sent: Wednesday, November 13, 2002 8:33 AM
To: Kapp, Dan (Daniel R.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Kerr, Jerry (G.T.)
Subject: FW: Problems with Escape Vehicles In Cincinnati area

FYI

Julie A. Halbauer

Powertrain PD Quality Engineering Manager
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Director CVT Programs
(513) 732-4245

From: Dalbo, Bob (R.J.)
Sent: Thursday, November 14, 2002 11:23 AM
To: Terzes, Laura (L.D.); Fascetti, Bob (R.J.); Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Klarr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Suarez, Rhee (R.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Laura,
Can we email all the US service managers and alert them that this TSB is what should be used to fix Escape stalls?

Bob Dalbo

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PDC TVC 1JF68
(313) 32-38572 / fax (313) 24-88161 / terzes.ford.com

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Sent: **Wednesday, November 13, 2002 4:24 PM**
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Subject: **RE: Problems with Escape Vehicles in Cincinnati area**

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Sent: **Wednesday, November 13, 2002 8:33 AM**
To: **Kapp, Dan (Daniel R.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (G.T.)**
Subject: **FW: Problems with Escape Vehicles in Cincinnati area**

FYI

Julie A. Hallauer

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Admin: Peggy Yost Ph: 313-39-07383

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Sent: **Tuesday, November 12, 2002 6:19 PM**
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- Speed ~35 mph
- The hills had a number of side to side turns
- Sometimes the engine would start right away, other times the customer needed to wait for a period of time before the engine started.

The Dealer I talked to was Dick Barrick

Montgomery Ford
9280 Montgomery Rd.
Montgomery, OH 45242
Phone (513) 891-0500
Fax (513) 936-5486

I am not sure if you are aware of this type of problem. I would appreciate it if you could have one of your people follow-up with this dealer.

Please give me a call if you have any questions.

Regards,

Adam Vahratian
Director CVT Programs
(513) 732-4245

From: Kapp, Dan (Daniel R.)
Sent: Thursday, November 14, 2002 5:03 PM
To: Fascetti, Bob (R.J.); Hallauer, Julie (J.A.); Klarr, Jerry (G.T.); Sveticas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Terzas, Laura (L.D.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Agree, thanks for the quick follow up.

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

From: Fascetti, Bob (R.J.)
Sent: Thursday, November 14, 2002 7:32 AM
To: Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Klarr, Jerry (G.T.); Sveticas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Terzas, Laura (L.D.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

Bob Dalbo was able to get a hold of the dealer, and gave them the latest information, including the new TSB release that addresses every known root cause. We will also follow up with FCSD, to double check any communication issues we are having with the dealers.

Also, I would appreciate keeping these communications to a narrow distribution, to avoid confusion, and to avoid getting out of control. We acted swiftly and appropriately to Adam's original note, and that dealer now has the latest information within 24 hours.

This fix works. We just have to make sure everyone who needs it, gets it. That will be our team's focus from here on out.

Thanks,
Bob Fascetti

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

From: Santa Wednesday, November 13, 2002 6:28 PM
To: Fascetti, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Bob,

Escape Stall TSB# 2-23-01 was released on 11/12/2002. This TSB is an update of the earlier version and addresses every identified root cause. The latest fixes in this TSB went into production on 9/11/02 and we currently have no CQIS claims for stalling on vehicles built after this date.

I spoke with Diok Barriok, gave him the TSB #, and gave him my phone number in case the dealership has any problems following the TSB. I will follow up with the service manager, Cathy Knauss, to make certain these concerns are being addressed.

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:)
Sent: Wednesday, November 13, 2002 4:24 PM
To: ; McCliment, Greg (G.A.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

There have been very well known issues with Escape stalling with multiple root causes and containments put in place along with TSB's, SSM's et. all and regular updates by Jerry at the dealer council so I'm surprized that dealers aren't yet aware of the service fixes. Having said all of that , the feedback I just got from Fascetti is that with the latest fix in place the incidence rate has dropped dramatically. Follow up required is to understand the level of production or service fix these vehicles represented.

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

From: Hallauer, Julie (J.A.)
Sent: Wednesday, November 13, 2002 8:33 AM
To: Kapp, Dan (Daniel R.); Svettickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (G.T.)
Subject: FW: Problems with Escape Vehicles In Cincinnati area

FYI

Julie A. Hallauer

Powertrain PD Quality Engineering Manager
Phone: 313-32-26870 Fax: 313-24-86400
Pager: 734-651-0796 Cell: 248-982-7010
Admin: Peggy Yost Ph: 313-39-07383

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

From: Vahratian, Adam (A.J.)
Sent: Tuesday, November 12, 2002 6:19 PM
To: Hallauer, Julie (J.A.); Intravala, Joseph (J.S.); Fascetti, Bob (R.J.)
Subject: Problems with Escape Vehicles In Cincinnati area

Julie, Joe, and Bob,

I would like to inform you of some feedback I received from a Local Cincinnati dealer, after I asked him how Escapes were selling yesterday.

There seems to be an engine stall problem when customers drive down a steep hill and backing out of the throttle before going into a turn near the bottom of the hill.

Recently 12 - 15 customers have complained of this problem.

6 of the customers had their cars bought back by the Dealer.

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- AWD status unknown
- Speed ~35 mph
- The hills had a number of side to side turns
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The Dealer I talked to was Dick Barrick

Montgomery Ford
9280 Montgomery Rd.
Montgomery, OH 45242
Phone (513) 881-0600
Fax (513) 836-5488

I am not sure if you are aware of this type of problem. I would appreciate it if you could have one of your people follow-up with this dealer.

Please give me a call if you have any questions.

Regards,

Adam Vahratian

Director CVT Programs
(519) 732-4245

From: Terzes, Laura (L.D.)
Sent: Sunday, November 17, 2002 10:05 PM
To: Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.); Suarez, Rhea (R.); Bandoska, Pete (P.F.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Bob, we don't send e-mails to Service Managers but we could reinforce the TSB release on QCDealer.Com. Rhea or Dave, pls. call Pete Bandoska or Linda Perry-Lube
FCSD Communications
phone: 313.845.5744
Fax: 313.248.8391
email: lperrylu@ford.com

Explain the situation concerning trying to reinforce the latest and get the word out on Escape stalls TSB. They will have the final word if they deem our request worthy of QCDealer. Com.

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Thursday, November 14, 2002 11:23 AM
To: Terzes, Laura (L.D.); Pascetti, Bob (R.J.); Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Karr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Suarez, Rhea (R.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Laura,
Can we email all the US service managers and alert them that this TSB is what should be used to fix Escape stalls?

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: Terzes, Laura (L.D.)
Sent: Thursday, November 14, 2002 10:59 AM
To: Pascetti, Bob (R.J.); Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Karr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Suarez, Rhea (R.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Agree with this approach. Unfortunately there will continue to be a time lag between those dealers with recent knowledge of the Escape stalls issue and their knowledge of the recently released fix. For the next month or so we may continue to hear from dealers whose level of awareness relative to the fix is not up to date. We have received numerous feedback notes, the repair is effective and Mazda confirms as well.

Jerry, we also have agreement from Mazda to monitor the fleet of buybacks they have recently repaired and are offering at a discount to their employees. As Bob Dalbo stated, all the latest info is released including sufficient quantity of service parts. Also the Tech Hotline has all the latest info.

Laura Terzes
Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-38572 / fax (313) 24-88161 / lterzes.ford.com

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

From: Fascetti, Bob (R.J.)
Sent: Thursday, November 14, 2002 7:32 AM
To: Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Klarr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Terzes, Laura (L.D.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

Bob Dalbo was able to get a hold of the dealer, and gave them the latest information, including the new TSB release that addresses every known root cause. We will also follow up with FCSD, to double check any communication issues we are having with the dealers.

Also, I would appreciate keeping these communications to a narrow distribution, to avoid confusion, and to avoid getting out of control. We acted swiftly and appropriately to Adam's original note, and that dealer now has the latest information within 24 hours.

This fix works. We just have to make sure everyone who needs it, gets it. That will be our team's focus from here on out.

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

From: Bob Fascetti
Sent: Wednesday, November 13, 2002 6:28 PM
To: Fascetti, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Bob,

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I spoke with Dick Barriok, gave him the TSB #, and gave him my phone number in case the dealership has any problems following the TSB. I will follow up with the service manager, Cathy Krauss, to make certain these concerns are being addressed.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 796-2858 Email: rdalbo@ford.com

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

From:)
Sent: Wednesday, November 13, 2002 4:24 PM
To: ; McCliment, Greg (G.A.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

There have been very well known issues with Escape stalling with multiple root causes and containments put in place along with TSB's, SSM's et. all and regular updates by Jerry at the dealer council so I'm surprized that dealers aren't yet aware of the service fixes. Having said all of that, the feedback I just got from Fascetti is that with the latest fix in place the incidence rate has dropped dramatically. Follow up required is to understand the level of production or service fix these vehicles represented.

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

From: Hallauer, Julie (J.A.)
Sent: Wednesday, November 13, 2002 6:33 AM
To: Kapp, Dan (Daniel R.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Klarr, Jerry (G.T.)

Subject: FW: Problems with Escape Vehicles in Cincinnati area

FYI

Julia A. Hollauer

Powertrain PD Quality Engineering Manager

Phone: 313-32-26870 Fax: 313-24-86400

Page: 734-651-0796 Cell: 248-982-7010

Admin: Peggy Yost Pfx: 313-39-07383

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

From: Vahratian, Adam (A.J.)
Sent: Tuesday, November 12, 2002 6:19 PM
To: Hollauer, Julie (J.A.); Intravala, Joseph (J.S.); Fascetti, Bob (R.L.)
Subject: Problems with Escape Vehicles in Cincinnati area

Julie, Joe, and Bob,

I would like to inform you of some feedback I received from a Local Cincinnati dealer, after I asked him how Escapes were selling yesterday.

There seems to be an engine stall problem when customers drive down a steep hill and backing out of the throttle before going into a turn near the bottom of the hill.

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- Speed ~35 mph
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The Dealer I talked to was Dick Barrick

Montgomery Ford
9280 Montgomery Rd.
Montgomery, OH 45242
Phone (513) 891-0500
Fax (513) 898-5486

I am not sure if you are aware of this type of problem. I would appreciate it if you could have one of your people follow-up with this dealer.

Please give me a call if you have any questions.

Regards,

Adam Vahratian
Director CVT Programs
(513) 732-4245

From: Bandoaka, Pete (P.F.)
Sent: Monday, November 18, 2002 9:59 AM
To: Dalbo, Bob (R.J.); Margeson, Joan (J.E.)
Cc: Lawler, Dave (D.A.); Suarez, Rhae (R.); Terzes, Laura (L.D.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Bob, if you can draft a one paragraph notice we can put in "What's New" on FMCDealer.

Pete Bandoaka
Field Operations Specialist
(313) 24-88395 W / Fax
pbandoak@ford.com

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

From: Terzes, Laura (L.D.)
Sent: Sunday, November 17, 2002 10:05 PM
To: Dalbo, Bob (R.J.)
Cc: Lawler, Dave (D.A.); Suarez, Rhae (R.); Bandoaka, Pete (P.F.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Bob, we don't send e-mails to Service Managers but we could reinforce the TSB release on QCDealer.Com. Rhae or Dave, pls. call Pete Bandoaka or Linda Perry-Lube
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phone: 313.845.5744
Fax: 313.248.8391
email: lperrylu@ford.com

Explain the situation concerning trying to reinforce the latest and get the word out on Escape stalls TSB. They will have the final word if they deem our request worthy of QCDealer. Com.

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, November 14, 2002 11:23 AM
To: Terzes, Laura (L.D.); Fascetti, Bob (R.J.); Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Kerr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Suarez, Rhae (R.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

LAURA,
Can we email all the US service managers and alert them that this TSB is what should be used to fix Escape stalls?

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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: Terzes, Laura (L.D.)
Sent: Thursday, November 14, 2002 10:59 AM
To: Fascetti, Bob (R.J.); Kapp, Dan (Daniel R.); Hallauer, Julie (J.A.); Kerr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Suarez, Rhae (R.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Agree with this approach. Unfortunately there will continue to be a time lag between those dealers

with recent knowledge of the Escape stalls issue and their knowledge of the recently released fix. For the next month or so we may continue to hear from dealers whose level of awareness relative to the fix is not up to date. We have received numerous feedback notes, the repair is effective and Mazda confirms as well.

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Laura Terzes

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TYC 1JF58
(313) 32-38572 / fax (313) 24-88161 / terzes.ford.com

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

From: Fascetti, Bob (R.J.)
Sent: Thursday, November 14, 2002 7:32 AM
To: Kapp, Dan (Daniel R.); Halleuer, Julie (J.A.); Kerr, Jerry (G.T.); Sventickas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Terzes, Laura (L.D.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

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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:)
Sent: Wednesday, November 13, 2002 4:24 PM
To: ; McCliment, Greg (G.A.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

There have been very well known issues with Escape stalling with multiple root causes and containments put in place along with TSB's, SSM's et. all and regular updates by Jerry at the dealer council so I'm surprized that dealers aren't yet aware of the service fixes. Having said all of that, the feedback I just got from Fascetti is that with the latest fix in place the incidence rate has dropped dramatically. Follow up required is to understand the level of production or service fix these vehicles represented.

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

From: Halsauer, Julie (J.A.)
Sent: Wednesday, November 13, 2002 8:33 AM
To: Kapp, Dan (Daniel R.); Sveticas, Ed (E.); McCliment, Greg (G.A.); Karr, Jerry (G.T.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

FYI

Julie A. Halsauer

Powertrain PD Quality Engineering Manager

Phone: 313-32-26870 Fax: 313-24-86400

Page: 734-651-0796 Cell: 248-982-7010

Admin: Peggy Yost Ph: 313-39-07383

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

From: Vahratian, Adam (A.J.)
Sent: Tuesday, November 12, 2002 6:19 PM
To: Halsauer, Julie (J.A.); Intraquila, Joseph (J.S.); Fascetti, Bob (R.J.)
Subject: Problems with Escape Vehicles in Cincinnati area

Julie, Joe, and Bob,

I would like to inform you of some feedback I received from a Local Cincinnati dealer, after I asked him how Escapes were selling yesterday.

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- AWD status unknown
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- The hills had a number of side to side turns
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The Dealer I talked to was Dick Barrick

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Phone (513) 891-0500
Fax (513) 936-5486

I am not sure if you are aware of this type of problem. I would appreciate it if you could have one of your people follow-up with this dealer.

Please give me a call if you have any questions.

Regards,

Adam Vahratian
Director CVT Programs
(513) 732-4245

From: Fascetti, Bob (R.J.)
Sent: Monday, November 18, 2002 11:13 AM
To: Yeung, Lem (.)
Cc: Dalbo, Bob (R.J.); Grimes, Jeff (J.R.); Sveticas, Ed (E.); Suarez, Rhae (R.); Lawler, Dave (D.A.)
Subject: RE: Problems with Escape Vehicles In Cincinnati area

The new TSB just released covers this, and this has been discussed numerous times at our Stalls meeting on Thursdays. If you have a request, please bring it up at that meeting as standard practice.

Thanks,

Bob Fascetti

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

From: Yeung, Lem (.)
Sent: Monday, November 18, 2002 8:45 AM
To: Suarez, Rhae (R.); Lawler, Dave (D.A.)
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Grimes, Jeff (J.R.); Sveticas, Ed (E.)
Subject: RE: Problems with Escape Vehicles In Cincinnati area

We would like to officially request that the calibration update be completed on ALL customer vehicles with stall complaints.

We know this issue to be intermittent and requires many factors in place at the same time to duplicate the issue. What needs to happen in order for this to be accomplished? What can we do to help make this happen?

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-594-7323

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

From: Grimes, Jeff (J.R.)
Sent: Thursday, November 14, 2002 6:49 AM
To: Yeung, Lem (.); Sveticas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles In Cincinnati area

FCSD's standard practice is to repair only what can be confirmed by the Tech...

To date: 101 Ford Vehicles and 253 Mazda vehicles have been bought back due to stalls.

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-6237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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

From: Yeung, Lem (.)
Sent: Wednesday, November 13, 2002 6:11 PM

To: Grimes, Jeff (J.R.); Sventickas, Ed (E.)
Cc: Dalbo, Bob (R.J.); Facetti, Bob (R.J.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

Jeff and I discussed this today. We have been noticing on some of the OQIS claims that not all vehicles with stall complaints were getting the recommendation for the hotline to reflash the calibration. Jeff is going to check with FCSD on what is happening here.

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23844
Pager 313-795-2777
Fax 313-584-7323

—Original Message—

From: Sventickas, Ed (E.)
Sent: Wednesday, November 13, 2002 9:34 AM
To: Yeung, Lem (.)
Subject: FW: Problems with Escape Vehicles in Cincinnati area

Ed Sventickas

Manager of 2.5/3.0L V6
Duratec Engine
V-Engine Engineering
Phone - 313 845 5080
Fax - 313 584 7323
esventin@ford.com
Text Pager:313-851-0826

—Original Message—

From: Hallauer, Julie (J.A.)
Sent: Wednesday, November 13, 2002 9:32 AM
To: Kepp, Dan (Daniel R.); Sventickas, Ed (E.); McCliment, Greg (G.A.); Karr, Jerry (G.T.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

FYI

Julie A. Hallauer

Powertrain PD Quality Engineering Manager
Phone: 313-32-26870 Fax: 313-24-86400
Page: 734-651-0796 Cell: 248-982-7010
Admin: Peggy Yost Ph: 313-39-07383

—Original Message—

From: Facetti, Bob (R.J.)
Sent: Wednesday, November 13, 2002 7:35 AM
To: Vahratan, Adam (A.J.)
Cc: Hallauer, Julie (J.A.); Intravala, Joseph (J.S.); Dalbo, Bob (R.J.)
Subject: RE: Problems with Escape Vehicles in Cincinnati area

Adam,
there is a fix for this, that has been available since around 9-15. We will contact the dealer, and make sure he is implementing it.

Bob, please call this dealer and give them the details.

Adam, I hope you are well.

Bob Fascetti

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

From: Vahrstian, Adam (A.J.)
Sent: Tuesday, November 12, 2002 6:19 PM
To: Hallauer, Julie (J.A.); Intravala, Joseph (J.S.); Fascetti, Bob (R.J.)
Subject: Problems with Escape Vehicles in Cincinnati area

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Please give me a call if you have any questions.

Regards,

Adam Vahrstian
Director CVT Programs
(513) 732-4245

From: Hansen, George (G.C.)
Sent: Wednesday, November 20, 2002 10:59 AM
To: Dalbo, Bob (R.J.)
Subject: Stalling Claim

I found the Stalling Claim that I was talking about. It was a failed Fuel Sender. I can give you more information if you want it...

-
George Hansen
Escape, PTQRT
2H-D83, PDC
(313) 84-51800
ghansen4

From: Shah, Kiran (K.C.)
Sent: Wednesday, November 20, 2002 2:00 PM
To: Fournelle, Gilbert (G.)
Cc: Dalbo, Bob (R.J.); Chih, Ming-Niu (M.N.); Favor, Richard (R.A.)
Subject: FW: Escape Stalls

Gilbert:

As per our telephone conversation, the details on the stall are in the note below. Would you please guide Marek Lockhart related to the fix (TSB) and cc me? Thanks.

Regards,

Kiran C. Shah

Supervisor - U204/283 Fuel Systems Engineering
North American Truck - Outfitters
Telephone: (313) 32-31584 Fax: (313) 39-00652
Address: Room: 2B-K29, PDC/Mall Drop: 222
Email: kshah1@ford.com

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

From: Lockhart, Marek (M.C.)
Sent: Wednesday, November 20, 2002 8:16 AM
To: Shah, Kiran (K.C.)
Subject: Escape Stalls

Guess what?

My 3.0L Escape stalled during a decel event this morning (6% downhill grade, going from 30 to 20 mph, very light braking, 1/2-tank of gas, 45F, dry pavement).

Are you aware of any stall concerns?

Marek C. Lockhart
Supervisor, Outfitter Truck Fuel Systems
Ford Motor Company
PDC, Room 2B-J20
Phone: (313) 329-7492

From: Dalbo, Bob (R.J.)
Sent: Wednesday, November 20, 2002 4:55 PM
To: Hansen, George (G.C.)
Cc: Fournelle, Gilbert (G.)
Subject: RE: Stalling Claim

George,
Was this related to the fuel pump impeller swelling issue that was discussed at the 8:00 meeting?

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—

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Sent: Wednesday, November 20, 2002 10:59 AM
To: Dalbo, Bob (R.J.)
Subject: Stalling Claim

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—
George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

From: Hansen, George (G.C.)
Sent: Thursday, November 21, 2002 8:16 AM
To: Dalbo, Bob (R.J.)
Subject: RE: Stalling Claim

This is the Technicians comment.

"SENDER FUEL CIRCUIT FAULT DRAIN TANK REMOVED AND REPLACED FUEL PUMP" - (148089 - Claim Key)

I really don't have any more information about this claim other than this....

--
George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

-----Original Message-----
From: Dalbo, Bob (R.J.)
Sent: Wednesday, November 20, 2002 4:55 PM
To: Hansen, George (G.C.)
Cc: Fournelle, Gilbert (G.)
Subject: RE: Stalling Claim

George,
Was this related to the fuel pump impeller swelling issue that was discussed at the 8:00 meeting?

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: Hansen, George (G.C.)
Sent: Wednesday, November 20, 2002 10:59 AM
To: Dalbo, Bob (R.J.)
Subject: Stalling Claim

I found the Stalling Claim that I was talking about. It was a failed Fuel Sender. I can give you more information if you want it....

--
George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

From: Hansen, George (G.C.)
Sent: Tuesday, November 26, 2002 10:47 AM
To: Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.)
Cc: Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Subject: 3.0L Stalling Claims

There are 5 Stalling Claims since 9/11/02.

- VIN 1FMYU83183KA90308 / 10/14/02 Build Date; 10/18/02 Repair Date; 10 Miles on Vehicle; Customer Comment: "ON TEST DRIVE BEFORE PDI VEHICLE LOST POWER AND DIED RESTARTED BUT RAN ROUGH AND HAD NO POWER". Technician Diagnosed a Faulty Mass Air Sensor. No further repairs on Vehicle.
- VIN 1FMYU03173KA90389 / 10/2/02 Build Date; 10/11/02 Repair Date; 52 Miles on Vehicle; Customer Comment: "CHECK ENGINE STALL". Technician Diagnosed a Fuel Sender Circuit Fault. Second Repair on 10/17/02 for a PATS issue.
- VIN 1FMYU03143KA91418 / 10/3/02 Build Date; 10/18/02 Repair Date; 220 Miles on Vehicle; Customer Comment: "CUSTOMER STATES TRUCK CUT OFF AT STOP LIGHT, NOW IT IS RUNNING ROUGH AND SMELLS LIKE SOMETHING IS BURNING.". Technician Diagnosed an EGR Valve Stuck Open. No further repairs on Vehicle.
- VIN 1FMYU83183KA78880 / 9/24/02 Build Date; 9/27/02 Repair Date; 4 Miles on Vehicle; Customer Comment: "CHECK FOR STALLING 12A850 42 D21 126500 0.2 12650055 0.3". Technician Comment: "PERFORM DIAG; LITE ON N; CODES ALL PASS; CLEANED AND TIGHTEN CONNECTORS". Don Altoonian will follow up with Dealership on Monday 12/2/02.
- VIN 1FMCU03143KA60342 / 9/24/02 Build Date; 10/7/02 Repair Date; 12 Miles on Vehicle; Customer Comment: "CK VEHICLE STALLS". Technician Comment: "CHECK VEHICLE FOR STALLING CONCERN.WDS EEC TEST,KOEO,KOER PASS.DCL DISPLAY CHECK ALL PIDS.CHK IAC 32 PERC,TP OK,EVAP SYSTEM OK,ALL GROUNDS OK,DPFE OK,PCM CALIBRATION OK,ROADTEST OK." Don Altoonian will follow up with Dealership on Monday 12/2/02.

Don can update the Team after he has contacted the dealerships.

--
George Hansen
Escape, PTQRT
2H-D83, PDC
(313) 84-51800
ghansen4

From: Fasoetti, Bob (R.J.)
Sent: Tuesday, November 26, 2002 10:49 AM
To: Hansen, George (G.C.); Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Cc: Altonian, Don (D.J.); Moorhouse, Scott (S.R.)
Subject: RE: 3.0L Stalling Claims

Relative to our problem, this is actually good news. Our issue has never been one of infant mortality.

—Original Message—

From: Hansen, George (G.C.)
Sent: Tuesday, November 26, 2002 10:47 AM
To: Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Fasoetti, Bob (R.J.)
Cc: Altonian, Don (D.J.); Moorhouse, Scott (S.R.)
Subject: 3.0L Stalling Claims

There are 5 Stalling Claims since 9/11/02.

- VIN 1FMYU83183KA90308 / 10/14/02 Build Date; 10/16/02 Repair Date; 10 Miles on Vehicle; Customer Comment: "ON TEST DRIVE BEFORE PDI VEHICLE LOST POWER AND DIED RESTARTED BUT RAN ROUGH AND HAD NO POWER", Technician Diagnosed a Faulty Mass Air Sensor. No further repairs on Vehicle.
- VIN 1FMYU03173KA90389 / 10/2/02 Build Date; 10/11/02 Repair Date; 52 Miles on Vehicle; Customer Comment: "CHECK ENGINE STALL", Technician Diagnosed a Fuel Sender Circuit Fault. Second Repair on 10/17/02 for a PATS Issue.
- VIN 1FMYU03149KA91418 / 10/3/02 Build Date; 10/18/02 Repair Date; 220 Miles on Vehicle; Customer Comment: "CUSTOMER STATES TRUCK CUT OFF AT STOP LIGHT, NOW IT IS RUNNING ROUGH AND SMELLS LIKE SOMETHING IS BURNING.", Technician Diagnosed an EGR Valve Stuck Open. No further repairs on Vehicle.
- VIN 1FMYU93183KA78660 / 9/24/02 Build Date; 9/27/02 Repair Date; 4 Miles on Vehicle; Customer Comment: "CHECK FOR STALLING 12A650 42 D21 12650D 0.2 12650D55 0.9", Technician Comment: "PERFORM DIAG; LITE ON N; CODES ALL PASS; CLEANED AND TIGHTEN CONNECTORS". Don Altonian will follow up with Dealership on Monday 12/2/02.
- VIN 1FMCU03149KA80342 / 9/24/02 Build Date; 10/7/02 Repair Date; 12 Miles on Vehicle; Customer Comment: "CK VEHICLE STALLS", Technician Comment: "CHECK VEHICLE FOR STALLING CONCERN.WDS EEC TEST,KOEO,KOER PASS.DCL DISPLAY CHECK ALL PIDS.CHK IAC 32 PERC,TP OK,EVAP SYSTEM OK,ALL GROUNDS OK,DPFE OK,PCM CALIBRATION OK.ROADTEST OK." Don Altonian will follow up with Dealership on Monday 12/2/02.

Don can update the Team after he has contacted the dealerships.

—
George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

From: Hansen, George (G.C.)
Sent: Tuesday, November 26, 2002 10:55 AM
To: Fascetti, Bob (R.J.); Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Cc: Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Subject: RE: 3.0L Stalling Claims

I talked with Scott. One of the unknown vehicles is in Missouri, he will be contacting the dealership and update when he knows more.

--
George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4

-----Original Message-----
From: Fascetti, Bob (R.J.)
Sent: Tuesday, November 26, 2002 10:49 AM
To: Hansen, George (G.C.); Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Cc: Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Subject: RE: 3.0L Stalling Claims

Relative to our problem, this is actually good news. Our issue has never been one of infant mortality.

-----Original Message-----
From: Hansen, George (G.C.)
Sent: Tuesday, November 26, 2002 10:47 AM
To: Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.)
Cc: Altoonian, Don (D.J.); Moorhouse, Scott (S.R.)
Subject: 3.0L Stalling Claims

There are 6 Stalling Claims since 9/11/02.

- VIN 1FMYU83183KA90308 / 10/14/02 Build Date; 10/18/02 Repair Date; 10 Miles on Vehicle; Customer Comment: "ON TEST DRIVE BEFORE PDI VEHICLE LOST POWER AND DIED RESTARTED BUT RAN ROUGH AND HAD NO POWER", Technician Diagnosed a Faulty Mass Air Sensor. No further repairs on Vehicle.

- VIN 1FMYU03173KA90389 / 10/2/02 Build Date; 10/11/02 Repair Date; 52 Miles on Vehicle; Customer Comment: "CHECK ENGINE STALL", Technician Diagnosed a Fuel Sender Circuit Fault. Second Repair on 10/17/02 for a PATS issue.

-VIN 1FMYU03143KA91418 / 10/3/02 Build Date; 10/18/02 Repair Date; 220 Miles on Vehicle; Customer Comment: "CUSTOMER STATES TRUCK CUT OFF AT STOP LIGHT, NOW IT IS RUNNING ROUGH AND SMELLS LIKE SOMETHING IS BURNING.", Technician Diagnosed an EGR Valve Stuck Open. No further repairs on Vehicle.


- VIN 1FMYU83183KA78880 / 9/24/02 Build Date; 9/27/02 Repair Date; 4 Miles on Vehicle; Customer Comment: "CHECK FOR STALLING 12A650 42 D21 12650D 0.2 12650D56 0.3", Technician Comment: "PERFORM DIAG; LITE ON N; CODES ALL PASS; CLEANED AND TIGHTEN CONNECTORS". Don Altoonian will follow up with Dealership on Monday 12/2/02.


- VIN 1FMCU03143KA80342 / 9/24/02 Build Date; 10/7/02 Repair Date; 12 Miles on Vehicle; Customer Comment: "CK VEHICLE STALLS", Technician Comment: "CHECK VEHICLE FOR STALLING CONCERN.WDS IEC TEST,KOEQ,KOER PASS.DCL DISPLAY CHECK ALL PIDS.CHK IAC 32 PERC.TP OK,EVAP SYSTEM OK,ALL GROUNDS OK,DPFE OK,PCM CALIBRATION OK.ROADTEST OK." Don Altoonian will follow up with Dealership on Monday 12/2/02.

Don can update the Team after he has contacted the dealerships.

George Hansen
Escape, PTQRT
2H-D63, PDC
(913) 84-61800
ghansen4

From: Grimes, Jeff (J.R.)
Sent: Wednesday, December 04, 2002 8:35 AM
To: Bustner, Steve (S.B.); Moorhouse, Scott (S.R.); Miller, Brian (B.J.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.)
Subject: FW: New market issue 14D-20 - A ranked "Engine stalled during customer's driving"
Importance: High


14D-20Engine
harness.doc


Ford EPFW J14_16
Duratec.xls

A stalls concern traced back to a shorted circuit in the 9H589

wiring

harness...I'm going to look at US Warranty...

The word document attached has pictures...Steve, this is attached at CEP2, can you take a quick look at the process...Scott/Brian can you take a look at a few engines going down the line...anything happening at KCAP that could worsen this condition...

Bob/Sandy, FYI

Jeff Grimes
OPD & Value Engineering
Duratec Engine Programs, U204
Ford Motor Company
ph: (313) 322-5237 fax: (313) 594-7323
e-mail: jgrimes1@ford.com

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

From: Kino, Mle (M.)
Sent: Tuesday, December 03, 2002 8:37 PM
To: Grimes, Jeff (J.R.)
Cc: Yeung, Lam (.); Hale, Tony (A.S.); Singh, Bikram (B.); Matsushita, Kohel (K.)
Subject: New market issue 14D-20 - A ranked "Engine stalled during customer's driving"
Importance: High

Grimes-san, Ohayo Gozaimasu,

Please find the following new market issue "14D-20" from Mazda.

Could you research whether Ford has experienced the similar failures and any 8D's exist or not?

Thank you.

Best regards,

Mie Kino

Duratec Quality Liaison

Ford Powertrain Hiroshima

Phone : 81-82-285-3988 Fax : 81-82-285-3644

Mazda Ext. : 24105

E-mail : mkinou@ford.com

—Original Message—

From: kakimoto.m@mazda.co.jp [mailto:kakimoto.m@mazda.co.jp]

Sent: Wednesday, November 27, 2002 7:47 PM

To: mkinou@ford.com

Cc: kakimoto.m@mazda.co.jp

Subject: New market issue 14D-20 - A ranked "Engine stalled during customer's driving"

Kino-san:

This is to inform you of a new market concern.

Could you please confirm information below and respond to my request?

Engine # : 687459087

Mileage : 18,655 km

1. Defect Description

Engine stalled during customer's driving.

2. Investigation Result

Cylinder Head Bolt and Fuel Charging Wiring were interfered, the circuit was short.

Please look at the photograph.

3. Disposal at dealer

Repaired the wire harness.

4. Defect vehicle/part

No part.

5. MC Request

Could you please inform if you have similar issue?

Best regards,

Masatoshi Kakimoto

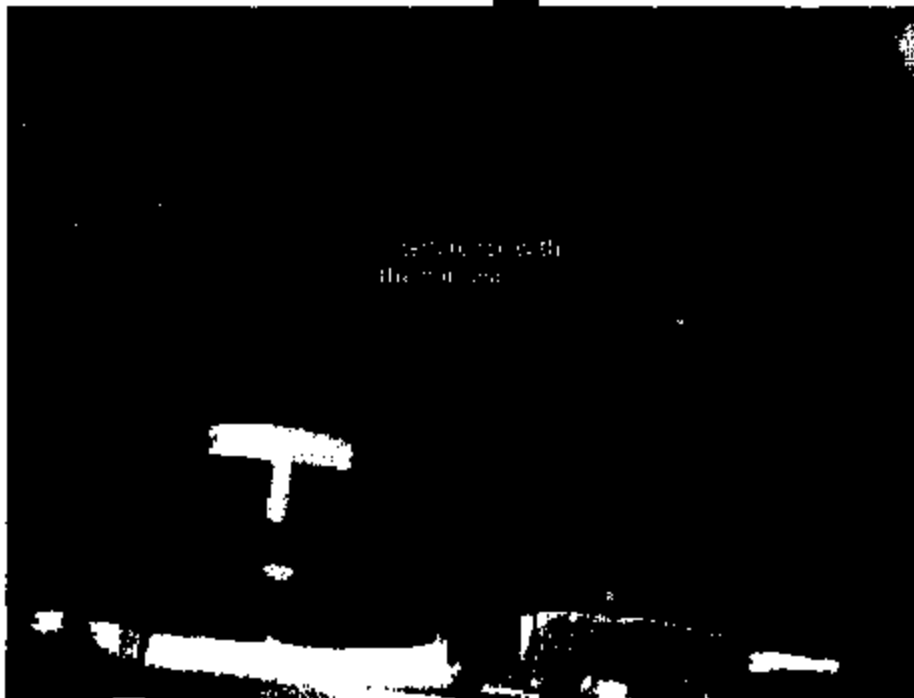
Hiroshima PT Inspection Group Mazda Motor Corporation

Tel:082-282-1111 082-252-5422(Direct)

Fax:082-252-5345 Ext:37316

kakimoto.m@mazda.co.jp

Short Circuit of EGI Fuse on Mazda Tribute(EP)



#	Rank #	Info. #	Country reported	Vehicle Production Date	Concern	Model	VIN	Mazda Engine#	Ford Engine#	Repair Date
16L-13	B	22b151343b	USA	2002/8/19 2002/1/17 2002/5/8 2002/2/7 2002/2/11 2002/3/21	Oil leak from front engine cover	J16L	JM3LW28A020333630 JM3LW28A520308084 JM3LW28A620328522 JM3LW28J420318602 JM3LW28A820314308 JM3LW28J420321778	AJ-258038	366917098	2002/10/31 2002/10/29 2002/10/22 2002/10/22 2002/10/22 2002/9/11

16L-14

EMR-027-C 5042

Ford EPPW J14_16 Duratec.xls
J16L Duratec

Registration Date	Mileage	Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part serial #	Supplier Name
2002/8/6	2200 Mile	A Customer stated that there was engine oil leaking at front of the engine. The oil was leaking around 49 bolt. The cause of this oil leak was miss casting of the cylinder head.	Added the sealant on the cylinder head and replaced the gasket of the front cover.	Engine	Engine	AJ03-10-100A			Ford
2002/4/29	7318 Mile								
2002/7/19	4379 Mile								
2002/5/29	7493 Mile								
2002/8/20	4308 Mile								
2002/6/31	4494 Mile								

ERR2-827-C 5949

Open date for investigation at Mazda	Requested Date of investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	# of Passed Days (Today-Open date at Mazda)	# of Passed Days (Today-Handled date to PTO)	Open / Close
11/18/2002	11/18/2002			73		Open

EP02-027-C 5044

Status

Could you please inform if you have similar issue?(2002/1/18)

ENG2-827-C 8249

Ford EPFW J14_16 Duratec.xls
J16L Duratec

4 of 4

#	Rank #	Info. #	Country reported	Vehicle Production Date	Concern	Model	VIN	Mazda Engine#	Ford Engine#	Repair Date
16E-37	A	1280879704	JPN	2/17/2000	Engine stalled during going up a steep slope	J16E	LW5W-128613	274122	288718052	7/31/2002
16E-38	B	1290910714	JPN	11/30/2000	Engine oil leakage due to hole in oil filter.	J16E	LW5W-210038	343206	636457089	9/5/2002
16E-39	A	1290865519	JPN	2/29/2000	Engine overhaul	J16E	LW5W-201918	320128	470579070	9/16/2002
16E-40	B	12A2644913	JPN	8/24/2001	Power Steering had no function	J16E	LW5W-327335	388978	955021089	6/20/2002
16E-41	B	12A2803611	JPN	7/11/2001	Abnormal Noise and Warning Lamp	J16E	LW5W-234622	382301	674608089	10/24/2002

16E-42

ENR2-827-C 8048

Registration Date	Mileage	Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part serial #	Supplier Name
3/8/2000	18705 Km	Engine stalled when the vehicle was moving slowly. Customer tried to restart, but he could not. After a while, the engine started. The dealer checked, however no trouble was found. No failure code on.	Replaced ISC Valve and Throttle Body.	ISC Throttle body					Ford
1/22/2001	10800 Km	The oil filter had a hole. However, it could not find striking damage. It seemed to have rust under the oil filter paint and leaked the paint. Mileage was 10000 km.	Replaced oil filter.	Oil filter	Oil filter	GY01-14302	XW4E-67148A		Ford
9/28/2000	17882 Km	Engine oil leaked from Camshaft Oil Seal. The leaked oil caused damages for Water Hose. The Water Hose was broken and Coolant leaked.	Replaced Partial Engine	Engine	Engine	GY01 10000			Ford
8/18/2001	8448 Km	Power Steering had no function and abnormal noise on starting engine.	Belt Tensioner broken and V belt came off.	Belt Tensioner	Belt Tensioner	AJ0S16980	1F1E-6E209AD		Ford
7/24/2001	21088 Km	Abnormal Noise was heard and Warning Lamp lit on starting engine. At the same time, Power Steering became heavy.	Belt Tensioner broken and V belt came off.	Belt Tensioner	Belt Tensioner	AJ0S16980	1F1E-6E209AD		Ford

DMS2-021-C 5947

Open date for investigation at Mazda	Requested Date of Investigation to FHO	Shipments date from FHO to PTO	Received Date at PTO	# of Passed Days (Today-Open date at Mazda)	# of Passed Days (Today-Handed date to PTO)	Open / Close
9/23/2002	9/24/2002			129		Open
9/30/2002	10/16/2002	11/19/2002		122	72	Open
10/23/2002	10/23/2002			99		Open
10/31/2002	11/5/2002			91		Open
11/5/2002	11/5/2002			86		Open

EP02-027-C 0048

Step 16

Could you please investigate ISC Valve and Throttle Body concerned? (2002/9/27)

Jan 14

Marynowski's disagree with Mazda argument, if the parts were never replaced there is also a good possibility that the customer may not have this issue to repeat it self. I do not support of replacing parts that are functioning correctly in the vehicle just under suspicion that this may be a cause of a problem. According to the customer this only occur once and there may be other reasons on why the customer had that problem. My resources are limited and they should be used only on parts that are functioning incorrectly and according to the dealer this parts were good and he was unable to duplicate the problem. Therefore, please tell Mazda that Ford those not want the parts. (2002/10/4)

No root cause identified by Ford. No engine codes/ no malfunction of the returned ISC valve or throttle body. Mazda will continue to study this issue and determine if it can be closed based on Ford's response. (2002/10/18)

Could you please confirm durability of oil filter(XW4E8714BA) manufactured then and now?(2002/10/15).....Oil in oil filter - Mazda to provide part. (2002/11/19)

Could you please investigate Partial Engine concerned?(2002/10/23) Mazda described the failure sequence as follows: (1) engine oil leak from cam seals; (2) water pump damaged by oil ?; (3) pump failed; (4) engine overheated. Engine will not be returned to CEP2. Ford to check on 8D's for cam seal failure. (2002/11/13)

The tensioner has already been added Retainer Washer on Arm plate. Could you please investigate Belt Tensioner concerned?(2002/11/8)Power steering malfunction, abnormal noise. Old FEAD tensioner design. Known problem with corrective action in place. Mazda to close this issue. Mazda requested Ford to provide 2001 and 2002 R/1000 tensioner warranty data for US04. (2002/11/13)

The tensioner has already been added Retainer Washer on Arm plate. Could you please investigate Belt Tensioner concerned?(2002/11/8)Power steering malfunction, abnormal noise. Old FEAD tensioner design. Known problem with corrective action in place. Mazda to close this issue. Mazda requested Ford to provide 2001 and 2002 R/1000 tensioner warranty data for US04. (2002/11/13)

2002-027-C 0000

#	Rank #	Info. #	Country reported	Vehicle Production Date	Concern	Model	VIN	Mazda Engine#	Ford Engine#	Repair Date	Registration Date
14D-6	B	1148846108	JPN		Eng stopped immediately after completion of engine	J14G Duratec	EPFW-103055			2001.4.28	2001.8.22
14D-8	B	2172824858	JPN	2001.5.7	Knock in engine-conn.rod bearing failure	J14G Duratec	JMUYU81Y11103253	AJ210889	823050087	2001.7.11	2001.5.31
14D-9	B	11A1739540	JPN	2001.3.28.	When idling clattered sound is heard from engine room.	J14G Duratec	EPFWF-100848	AJ208496	762483068	2001.10.8.	2001.6.8.
		11A1230223	JPN				EPFWF-100060			2001.10.7.	2000.12.28.
		11A0530813	JPN				EPFWF-101346			2001.10.1	Not yet

ERG2-827-C 8888

Ford EPFW J14_16 Duratec.xls
J14 Duratec

14D-16	B	1270104818 1270173232	JPN JPN	2001.2.16	Engine malfunction during slowing down the vehicle with accelerator off	J14G Duratec	EPFW-103282 EPFW-108415	AJ-205718 AJ-235570	740544088 194129088	2002/5/15 2002/5/5	2001/9/27 2002/2/14
14D-17	B	2291245636	Australia	2001.7.24	The owner complained of the vehicle stalling on overrun, when pulling up to traffic lights or making a turn (off throttle driving).	J14G Duratec	JM0YU081Y11108358			3/18/2002	8/30/2001
14D-18	B	2292850208	Vietnam	2001/11/1 2001/12/17 2001/11/8 2001/12/22 2001/12/17	Stall with accelerator off.	J14G Duratec	FVFBMERPIK00088 FVFBMERPIE00221 FVFBMERPIK00091 FVFBMERP2L00299 FVFBMERPIE00224			2002/3/27 2002/3/28 2002/4/8 2002/5/18 2002/5/15	2001/11/9 2001/12/28 2001/11/8 2002/2/8 2001/11/23
14D-19	B	EP18100JPA	JPN	2001/7/12 ? ? ? 2001/5/9	Engine accelerated slow	J14G Duratec	EPFW-104982 EPFW-106138 EPFW-104293 EPFW-100515 102408 104218 EPFW-104293	AJ-214097 AJ- 228572 AJ- 210549 AJ- 200487 AJ- 203408 AJ- 210449	805836088 089511088 868904088 600998088 892077088 792218088	2001/8/8 2002/8/12 2002/10/2 2002/8/28 2002/8/22 2002/2/8	2001/7/27 2001/12/28 2001/5/31 2001/7/19 2001/12/21 2001/8/21
14D-20	A	2232132036	Hong-Kong	1/10/2001	Engine stalled during customer's driving	J14G Duratec	JM2ZU081111100084	AJ-202330	867499087	11/8/2002	4/10/2002

14D-21

EPW2-827-C 8881

Mileage	Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part serial #
1588 Km	DTC code P0320 was displayed. It is the open circuit none between the crank angle sensor and PCM. It is another car and comparison as for the output crimp. The peak is low and voltage is about 2 volt low.	Crank angle sensor was replaced.	Crank angle sensor		GY07-18221		
1177 Km	Metallic knock from of engine-increases with engine revs. Conn,rod bearing failure on no.1 cylinder. Damage to bores on cylinder 1 and 4 (presumably caused by stripped bearing material). No1 crankpin damaged on crankshaft, but no evidence of scoring on other journals.	The engine was replaced.	Corn-rod bearing		AJ03 11 225		
7618 Km	When stopping the signal wailing etc. Distorted sound was generated from engine room. This sound has been generated from the drive belt tensioner.	The belt tensioner was replaced.	Belt tensioner		AJ03 16 980A		
3841 Km					AJ03 16 980A		
16 Km					AJ03 15 980A		

ER02-827-C 5052

Ford EFW J14_16 Duratec.xls
J14 Duratec

22808 8999	Km Km	Engine malfunction occurred when the customer was slowing down his vehicle with accelerator off. If things came to the worst, engine stalled. These defects occurred when the engine was hot or cold. Though dealer couldn't confirm engine malfunction, its revolutions were 600 rpm after slowing it down. After replaced IG coils & spark plugs, they were to be 1000 rpm.	Replaced IG coils & spark plugs.	IG coil Spark plug		AJ08-18100		
12851	mile	The idle air control valve was allowing the idle speed to drop below an acceptable level, causing the engine to stall on occasions. The idle would drop as low as 300 rpm causing a rough idle situation, and vehicle would stall. WDS showed no DTCs.	Replaced the idle air control valve. After it, dealer confirmed that the engine would hold the correct setting / idle speed (700 rpm). The owner said the dealer that the rough idle / stalling had no returned, and the vehicle felt better to drive.	Valve Air Control		AJ08-20660A		
8880 520 19241 8900 14807	Km	When accelerator was released, engine stalled. Stall occurred regardless of driving or parking. ISC valves not worked. Carbon deposit was build up inside of the valve. Dealer judges Carbon build-up made ISC valve malfunction.	Replaced or cleaned ISC valves.	Valve Air Control		AJ08-20660A		
7087 8588 27246 34387 3888 2580	Km	Engine accelerated slow and seemed to misfire. When it was cold.	No.3 plug did not spark strong enough.	IG coil	IG coil	AJ03-18100	X82U-12A386-AA	
18866	Km	Engine stalled during customer's driving. Crinder Head Bolt and Fuel Charging Wiring were interfered, the circuit was short. Please look at the photograph.	Repaired the wire harness.	Fuel Charging Wiring	Fuel Charging Wiring	EC05-87080	YL84-8H580-AA	

EAG2-827-C 8883

Supplier Name	Open date for investigation at Mazda	Requested Date of investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	# of Passed Days (Today-Open date at Mazda)	# of Passed Days (Today-Handed date to PTO)	Open / Close
Ford	4/28/2001	5/21/2001			542		Open
Ford	8/12/2001	8/28/2001			505		Open
Ford	10/18/2001	10/31/2001			488		Open

ERG2-827-C 5854

Ford	7/1/2002	7/3/2002			218		Open
Ford	6/12/2002	7/3/2002			232		Open
Ford	7/9/2002	7/12/2002			205		Open
Ford	11/11/2002	11/19/2002	11/19/2002		80	72	Open
Ford	11/27/2002	11/27/2002			84		Open

21902-027-C 0000

Status

I could not find the appropriate record for this return, but I did interview all of our teardown mechanics.

The engine was torn down and failure was determined to be a debris failure, due to the wear pattern on the bearing.

The failure was consistent with other low end failures of that time period. Since that time two actions have taken place to lower the chance of debris in the oil feeds.

The crank tooling was changed to include an edge cutting edge to remove burrs (1/7/2002). The block casting incorporated a improved spot blast to remove sand.

Note: This engine did not appear to be a sand failure because of the large groove in the bearing. Additionally a 7200 PSI washer for the crankshaft is scheduled for incorporation during summer shutdown.

It is unfortunate that the engine was mis-routed here at the plant, which prevented the detailed analysis and review by myself and others. This engine went to a teardown area reserved for B&A returns, and as this was not a B&A return it was not documented. The operator and supervision have been notified to prevent this in the future.

Again I apologize for not being able to have a 100% detailed analysis and only being able to report what the mechanics recall. (2002.4.4)

1. Low end failures are spun or failed rod bearings, spun or failed main bearings, rod through block failures, or other failures with the crank and rods.

That time period I was referring to is 2001 calendar year before the Eaton valve issue. We have had low end failures over the life of the Duratec product.

The reasons for these failures have varied, as there are a number of root causes for low end failures.

2. We have had no returned engines for low end failures since the 1/7 date when the tooling was changed.

However, these engines have not been in the field long enough to determine whether there is an improvement in the failure rates.

Our teardown analysis has shown a rate of 2.6 engines per month for 2002 model year for July through December for this type of low end failure.

Total low end knock reports from dealers occur at about a rate about 8 per month, no debris related low end knock claims have occurred in the last 4 months. (2002.4.10)

Conclusion due to investigation result:

While there is not an apparent reason for the noise complaint at the time, this may be due to the variation in actual vehicle component installation versus the set-up used here in Springfield to examine the noise. The mounting bolt torque used may have varied. There were some scuff marks noticed on the mounting surfaces and on the locating pin which would suggest relative motion between the tensioner and it's mounting surface at some point either during operation, during installation or removal, or during measurement in Springdale or Springfield. The rattling sound may have been a result of low bolt torque on the vehicle allowing the locating pin to rattle against the front cover.

These parts have now been returned to Ford Motor Company for x-ray examination. Tensioner disassembly and closer examination for any abnormality that may have caused the noise complaint will be completed upon tensioner(s) returned to Springfield. (2002.3.21)

Regarding to X-ray investigation:

I got a call from Robert begging off, he indicated it might be June, or even later before he can get to our parts, so pick them up. Have George help you out with Central Lab, or see me. (2002.3.28)

X-rays haven't indicated any loose parts in the product.

Component tests are now over, they will be tested as TNI, Trouble Not Identified, on a vehicle.

If no problems are found, at the end of 30 days, the parts will be removed and a failure analysis will be done to ensure the product's integrity.

You will not be notified, unless a problem is discovered during the evaluation/teardown.

Note my change in signature, I am moving back to EGR, I have been out of there (3) years. Nice working with you, perhaps we will meet again on some other product.

Stan Rajon will follow-up. By the way, in case you didn't know, Brian Wukle quit a few months back, he now works for INA. Stan took over.

I have no recollection of this time, so I am kind of riding double duty. Good! I wish New and in the Future (2002.4.12)

ERR2-027-C 0636

Ford RPFW J14_16 Duratec.xls
J14 Duratec

Please investigate concerned parts and clarify root causes. (2002/7/8)

This condition sounds like an issue the Escape "stale" team is working on. Attached is a one pager describing the problem. Recommendation is to follow the TSB and ISM for the fix. Please have the dealers implement both of these any time a vehicle comes in with a stalling complaint even if the problem cannot be duplicated at that time.

We still want to look at the parts since we know of a boot polarity issue and a possible spark plug low voltage resistance failure. Please send the parts to: (2002/7/8)

FHO will send the parts. (2002/7/8)

Attached is the returned coil preliminary analysis report. All coils are functionally OK. I believe 16-1 is likely caused by the spark plug having a low resistance failure mode. 16-2 is likely not related to a coil issue. (2002/7/30)

Please investigate whether the flow rate of concerned IAC valve is within the specification and clarify root causes. (2002/7/3)

Ford has not received this valve. Judging from market report, Ford believes this is not due to ISC valve if ISC valve occurs malfunction, the root cause is always stuck. (2002.7.22)

The distributor is in Vietnam. Mazda vehicles in vietnamese market are assembled in Vietnam. Followings are Quantity of ISC valve concern in the market and assembled vehicles:

Quantity of ISC valve concerns: 43

Quantity of assembled vehicles: 430

This says that Defect rate is high and it is suspected unique to Vietnam due to gasoline in the market containing lead. Please confirm improvement actions if Ford took measure or investigate returned ISC valves. (2002.7.12)

Ford agreed that this issue is due to carbon stuck. Regarding warranty date, please refer the date in 14D-13. (2002.7.22)

FHO decided to send Ford US three valves due to frequent occurrence in Vietnam. Ford will investigate them in detail. (2002/7/23) BD received. Four of the five parts showed out of spec air flow point during static testing. All four parts have contamination from oil & carbonization. (2002/11/5)

Could you please investigate IG coil concerned? (2002/11/13)

Could you please inform if you have similar issue? (2002/11/27)

EP02-027-C 0007

	Rev #	Infr #	Country reported	Vehicle Production Date	Color	Model	VIN	Make Engine	Ford Engine	Weight Date	Registration Date	Mileage

E002-077-C-0006

Ford EPPW J14_16 Duratec.xls
 Closed (2002-)

Concern Description	Department of Dealership	Make Part Name	Ford Part Name	Make Part #	Ford Part #	Part serial #	Supplier Name	Open date for Investigation at Mando	Requested Date of Investigation to FHO	Shipment date from FHO to PTD	Received Date at PTD
...
...	NA EMCO
...	NA EMCO
...	
...	
...	
...	
...	
...	NA CEFC
...	12/17/01

EP02-027-C 5039

Ford NFFW J14_16 Duratec.xls
Closed (2002-)

#	Rank	Info. #	Country reported	Vehicle Production Date	Concern	Model	VIN	Make	Model	Ford Model	Report Date	Registration Date	Mileage
[REDACTED]													

EM02-027-C 0001

Ford EPFW J14_16 Duratec.xls
 Closed (2002-)

Concern Description	Disposition of Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part serial #	Supplier Name	Open date for Investigation of Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date of PTO
In the morning when a driver got into the car, the engine would not start. The dealer found that all leaked out getting a job between all pan and cylinder block. Though the dealer re-sealed all seal to oil pan, oil continued to leak out. There was a hole in leakage at filling position. On the other hand, there was much oil leakage at (oil) pan. The dealer couldn't find a spot where oil leaked out in the end.											
Customer was told to change oil and filter (oil) to Shell. Engine was not able to start. The dealer found that the oil pan was damaged. The dealer found that the oil pan was damaged. The dealer found that the oil pan was damaged. The dealer found that the oil pan was damaged.								07/11/00	08/22/00	10/25/00	1/30/2002
The dealer found that the oil pan was damaged. The dealer found that the oil pan was damaged. The dealer found that the oil pan was damaged. The dealer found that the oil pan was damaged.								07/11/00	08/22/00	10/25/00	2/14/2001
A dealer found that the oil pan was damaged. The dealer found that the oil pan was damaged. The dealer found that the oil pan was damaged. The dealer found that the oil pan was damaged.								07/11/00	08/22/00	10/25/00	2/14/2001

Closed Date	# of Planned Days (Closed-Open date of Month)	# of Planned Days (Closed- Harvest date to FID)	State
[REDACTED]			

ENR2-027-C 0003

Ford EDPW J14_16 Duratec.xls
 closed (2002-)

Customer Description	Disposition of Dealership	Make Part Name	Part Part Name	Make Part #	Ford Part #	Part serial #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTD
Discovered 120000-0000 (PTD) - Power steering system failure. P1400 (BGR) upon 32 coil test/adjustment closed. Power Frame Data (PFD) was as follows: SCT=104F, PFI=AF000000, LVD=000000, LFT=0000, LPT=0000, RPI=0077, SPT=0000, ZPT=0000, V30=0000. When dealer checked resistance of BGR valve coil, the resistance at 90 and 180 degrees is 100 ohms. Owing to this situation, the customer is still closed.							Ford	11/20/2001	1/18/2002	1/29/2002	1/29/2002
Power steering system failure with power assist at corner speed. This speed power assistance allows off road with constant pressure for acceleration. The vehicle was taken daily to work at about 40 miles.	Power Steering Pump and Control Valve replaced.	Ford Power Pump			140000000		Ford	11/20/2001	1/18/2002		
When the customer drove on highway while using cruise control function, the engine's rpm fluctuated between 2000.	ECU valve was replaced.	Ford ECU		ADD ID 0000	VP10 00710 AB		Ford	12/18/2001	1/18/2002	1/29/2002	
This problem was resolved with sound. Check was found in exhaust manifold.	Defective manifold was replaced.	Ford Manifold		VP10 110000000	0000 10000		Ford	12/20/2001	1/29/2002		
The vehicle stopped while driving. There was an abnormal noise from the engine before the vehicle started.	The engine replaced the engine assembly with a new one.	Ford Engine					Ford	12/20/2001	1/29/2002	1/29/2002	1/29/2002

ENRZ-027-C 2885

r	Rank	Info #	Country reported	Vehicle Production Date	Comments	Model	VIN	Steak Engine	Ford Engine	Repair Date	Registration Date	Message

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part serial #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FIC	Submit date from FIC to PTO	Received Date at PTO
Oil filter broken. RH headlamp broken. Oil pump not functioning. Engine oil & oil filter replaced for 2001 model year 2001-02. Cylinder head.											
Oil pan and lower Cylinder Block broken. As shown was lots of rusted metal in lower timing chamber, timing suspension, timing belt, oil sealing bracket in Cylinder Block. Oil filter had 80 inside the bottom of bagging. Oil leak was detected between Oil pan and Lower Cylinder Block. The vehicle had not been repaired. Dealer repaired leak at end of 2001. 2001/12/23 Mileage: 30,000 km 2001/1/18 Mileage: 30,000 km 2001/08/ Mileage: 32,000 km 2001/1/17 Mileage: 32,000 km										3/21/2001	
Water pump was broken, timing belt, lower cylinder head broken. The cylinder head was broken and the water pump did not start. It is necessary to change the cylinder head.											
Diagnose Vehicle Code (DTC) was stored in memory. Vehicle 1: P0300 Vehicle 2: P0300 Vehicle 3: P0300 Vehicle 4: P0300 Repair specialist said that DDP valve had not worked correctly. Repair specialist checked the resistance of coil of DDP valve. No defect was found. Owner to be responsible for repair. Dealer cannot repair the valve because it is not available.											

	Plate #	Info. #	County Reported	Vehicle Production Date	Concern	Model	VIN	Month Reported	Ford Engine#	Repair Date	Registration Date	Mileage
[The main body of the table is extremely faded and contains illegible data.]												

EPR2-027-0-0070

Concern Description	Disposition of Dealership	Miscellaneous Part Name	Ford Part Name	Miscellaneous Part #	Ford Part #	Part model #	Supplier Name	Clear date for Investigation at source	Requested Date of Investigation to FIC	Shipment date from FHO to PTO	Received Date at PTO
Always improved performance... When installed in vehicle...											8/14/00
Old lamp #, and description... Price, and vehicle... Vehicle 1: Rough idling... Vehicle 2: Rough idling... Vehicle 3: Rough idling... Vehicle 4: Rough idling...										11/16/00	1/26/01
No leak detected... After cleaning... After cleaning... After cleaning... After cleaning... After cleaning...										4/22/00	4/25/00
Vehicle 1: Engine oil... Vehicle 2, 3, 4: Battery charge... Vehicle 5, 6, 7, 8: Battery charge... Regarding vehicle 9... Vehicle 10: Engine oil...											

E882-021-C 0871

	Rank #	Info #	Country reported	Vehicle Production Date	Company	Model	VIN	Make Engine	Ford Engine	Tiger Date	Registration State	Merge

EM22-027-C 5873

Concern Description	Disposition at Dealership	Make Part Name	Ford Part Name	Make Part #	Ford Part #	Part serial #	Supplier Name	Open date for investigation at Make	Resolved Date of investigation to FHO	Ship/rear date from FHO to PTO	Resolved Date at PTO
Big front engine cover... After Feb. water pump & belt...											
No problems were found at location system...								07/2002	08/2002		
Engine still noisy starting... When starting the engine... When the engine starts... The engine still noisy starting...							Ford	4/10/2002	8/20/2002	8/18/2002	
While preparing... The engine was... On... Contact...											

ENG-027-C 0874

Closed Date	e of Passed Days (Closed-Open date at Month)	r of Passed Days (Closed-Handled date to PTD)	Status
[REDACTED]			

E902-027-C 06718

i	Rank	Info. #	County Reported	Vehicle Production Date	Dealer	Model	VIN	Make Tagrate	Ford Engine#	Paper Case	Registration Date	Mileage
[REDACTED]												

ENR2-027-C 0076

Complaint Description	Disposition of Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part serial #	Supplier Name	Open date for investigation at Mazda	Requested date of investigation to PTO	Shipment date from PTO	Received Date at PTO
Power steering didn't work after replaced with new pump in customer's driving. But customer didn't see any change.	Investigation completed			ALFA 1 100001			Ford	08/08/01	01/17/02		
A customer want old engine because when PTO pump in place it may not be enough to complete turn it in the engine. And that caused that customer's loss.	Investigation completed						Ford	08/08/01	01/17/02		
The power of the engine was decreased recently. Moreover, when the engine starts it has irregular plug discharge location to customer. The distributor was not out the other day and not 100% to work. A check was made the compressor's belt and the power of the engine was decreased. The first shift only the first cylinder. Customer's engine was not 100% of time not start.	Investigation completed						Ford	08/08/01	7/1/02		
Completion of PTO. Customer's engine had to customer after taking off back plug. This replaced the PTO back. Due to replace and the power and the engine. When the engine was being tested it not come out of the distributor and the engine was stopped. EFFECT FILE: PTC, LINDA-0001 LATA-DVA, PTC-0001 Customer's engine was decreased in the second shift. To eliminate engine. When the engine was being tested it not come out of the distributor and the engine was stopped.	Investigation completed						Ford	08/08/01	01/17/02		

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part serial #	Supplier Name	Open date for investigation at Mazda	Requested Date of Investigation to FHO	Ship/ret date from FHO to FTO	Receipt Date in FTO
When the engine was started, the engine would not start. The engine would start for a few seconds and then stop. This is the only concern reported by the FHO. The engine would start and run for a few seconds and then stop. The engine would start and run for a few seconds and then stop. The engine would start and run for a few seconds and then stop.											
Engine running when air conditioner was started it operated under 1500 RPM. Customer said that the vehicle had reduced, so he couldn't drive any longer. Dealer found leakage at the front of the AC and was replaced. There were cracks in the front of the AC. Dealer replaced the AC coil with a new one and replaced the leakage at the front of the AC and replaced the AC coil with a new one. The AC coil was replaced with a new one.	Dealer replaced the AC coil with a new one and replaced the leakage at the front of the AC and replaced the AC coil with a new one.	AC coil and condenser					Ford	8/1/2002	8/1/2002		8/7/2002
Dealer found any items with any electrical problems. They replaced with new parts and followed all safety rules and were discharged. They replaced the air filter and replaced the air filter with a new one. The air filter was replaced with a new one. The air filter was replaced with a new one. The air filter was replaced with a new one.	Dealer replaced the air filter with a new one and replaced the air filter with a new one.	Air filter		2701-10111			Ford	8/1/2002	8/1/2002	2/16/2003	2/26/2003
Engine idles well but it has a rough idle. It seems that the engine is not running properly. As a result of the rough idle, the engine is not running properly. The engine is not running properly. The engine is not running properly. The engine is not running properly.	Replaced engine idles well but it has a rough idle. It seems that the engine is not running properly. As a result of the rough idle, the engine is not running properly. The engine is not running properly. The engine is not running properly. The engine is not running properly.	Engine idles well but it has a rough idle.					Ford	8/1/2002	8/1/2002	8/7/2002	8/27/2002

EPO2-027-C B04B

Closed Date	# of Passed Tests (Closed-Open) (date of Missing)	# of Passed Days (Closed- Missing date to ETC)	Status
[The body of the table contains a large amount of illegible, high-contrast data. The content is heavily distorted by noise and artifacts, likely from a scanning process. No individual data points are legible.]			

EMR2-027-C 0901

#	Rank	Info. #	Country reported	Vehicle Production Date	Comments	Model	VIN	Wrecking Engineer	Ford Engineer	Repair Date	Registration Date	Message
[REDACTED]												

2002-027-C 5002

Ford EPPW J14_16 Duratec.xls
closed (2002-)

Concern Description	Disposition of Concern	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part serial #	Supplier Name	Open date for investigation at Mazda	Reopened Date of investigation to FIC	Shipment date from FIC to PTD	Received Date at PTD
<p>Water pump in engine room...</p> <p>Water pump in engine room... when the engine is cold... After engine is started... Causes surging due to low initial quality and plate composition of castings.</p>											
<p>When driver notes...</p> <p>When driver notes... delay on ETC for about 2 seconds.</p>											
<p>Engine started...</p> <p>When driver notes... delay on ETC for about 2 seconds.</p>											

Closed Date	# of Planned Days (Closed-Open date at MCR26)	# of Planned Days (Closed-Planned date to FIC)	Status
[REDACTED]			

EM2-027-C 0004

	Plant	Info. #	County reported	Vehicle Production Date	Caravan	Model	VIN	Make	Model	Ford Engine	Repair Date	Registration Date	mileage
[The body of the table is almost entirely obscured by heavy noise and artifacts, making the data illegible.]													

EN02-021-C 2009

Concern Description	Disposition of Concern	Match Part Name	Part Name	Match Part #	Part #	Part make #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to RNO	Shipment date from RNO to PTO	Received Date at PTO
<p>Oilpan/Fuel tank assembly (2000 J14) was replaced with a new one. FPM: 4787pm. Through signal to ISC valve was sent from 0% to 100%. FPM was not changed from about 475 ppm.</p>											
<p>It was found that the fuel filter was replaced with a new one. The fuel filter was replaced with a new one. The fuel filter was replaced with a new one. The fuel filter was replaced with a new one.</p>							Ford	08/03/02	7/18/2002		
<p>Customer tried to replace the fuel filter but the engine did not start. The engine did not start. The engine did not start. The engine did not start.</p>							Ford				
<p>Engine started normally during going up a hill. The engine started normally. The engine started normally. The engine started normally.</p>							Ford				
<p>Water leak from the bottom of the engine. The water leak from the bottom of the engine. The water leak from the bottom of the engine. The water leak from the bottom of the engine.</p>							Ford	8/18/2002	4/18/2002		8/1/2002

ENR2-827-C ENR8

Closed Date	# of Passed Days (Closed-Open date of Month)	# of Passed Days (Closed- Handled date to PTC)	Status
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ENR-877-4 6887

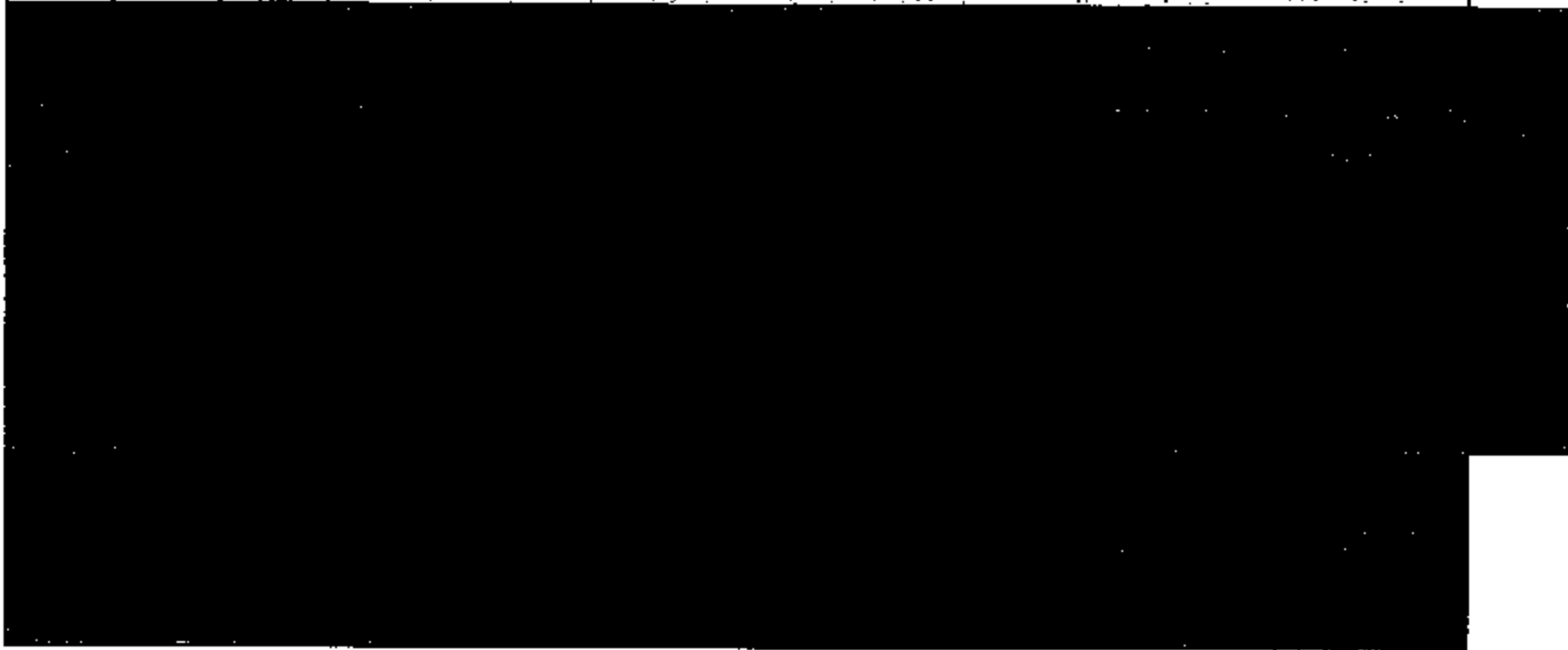
#	Rank #	Info #	Country reported	Vehicle Production Date	Concern	Model	VIN	Make Engine	Ford Engine	Repair Date	Registration Date	Mileage
[REDACTED]												

EM02-027-0 5908

Concern Description	Disposition at Dealership	Mitsubishi Part Name	Ford Part Name	Mitsubishi Part #	Ford Part #	Part Serial #	Supplier Name	Open date for investigation at Mits.	Requested Date of Investigation to FHO	Assignment date from FHO to PTO	Resolved Date at PTO
Power steering of boat occupied today. At that time, replaced 2 power steering hoses in April, 2002. Leakage from power steering pump filter line.											
Van leakage of the coolant from the leakage from the vicinity of the end of the shaft.	Water pump was replaced.	Water pump	Water pump	4223-2001	4223-2001		Ford	4/23/02	4/27/02		
Customer states, oil pressure lamp comes on when starting. Slows at idle but it has occurred while driving. Oil level was a 1/2 qt low. Topped off with the same. No water in the oil. NAL - 3/11/02 - Technician has top oil pan at 1000 gm. 2000s and the under seal and inspect. Specs 136-370 lbs(1.40-6.17 kg) @ 2, 30-40 psi, 200 (200) Dealer found that oil pressure lamp comes on when started at times.	Replacement of pressure oil	Oil pressure	Oil pressure	6223-2001	6223-2001		Ford	6/23/02	6/27/02		

EM02-027-C 0008

Closed Date	# of Passed Days (Closed-Open date of Month)	# of Passed Days (Closed-Handled date to #)	State
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ES02-071-C 0000

	Rank	Info #	Country reported	Vehicle Production Date	Concern	Model	VIN	Mazda Engine#	Ford Engine#	Repair Date	Registration Date	Mileage
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EM02-027-C 5001

Concern Description	Disposition of Concern	Make Part Name	Ford Part Name	Make Part #	Ford Part #	Part serial #	Supplier Name	Open date for investigation of Make	Requested Date of investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO
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ENG2-027-C 5402

Ford EPFW J14_16 Duratec.xls
 Closed (2002-)

Closed Date	# of Pinned Days (Closed-Open date of Month)	# of Pinned Days (Closed- Harvest date to 2001)	Status
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EM02-027-C 2003

Ford EPFW J14_16 Duratec.xls
Closed (2002-)

4	Mark #	Info. #	Country reported	Vehicle Production Date	Concern	Model	VIN	Make Engine	Fuel Engine	Repair Date	Registration Date	Mileage
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EM02-027-C 5004

Ford EPPW J14_16 Duratec.xls
 Closed (2002-)

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part cost #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO
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EM02-027-C 0005

Closed Date	# of Passed Days (Closed-Open date at Maxxis)	# of Passed Days (Closed-Handled date to PTD)	Status
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EM02-027-C 0005

ID	Part #	Info #	County	Vehicle Identification	Company	Model	VIN	Miles	Engine	Fuel System	Repair Date	Registration Date	Mileage
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DHR2-027-C 0007

Concern Description	Disposition of Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part serial #	Supplier Name	Open date for investigation at Mazda	Requested Date of investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO
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EPRC-827-C 0006

Closed Date	# of Payers Days (Closed-Cycle date at Month)	# of Payers Days (Closed- Handed date to PTC)	Status
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ENG3-027-C 2000

id	Rank	Info. #	Country reported	Vehicle Protection Date	Concern	Model	VIN	Make Engine	Ford Engine	Repair Date	Registration Date	Mileage
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FORM 827-C 5198

Concern Description	Disposition at Dealer/rep	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part used #	Supplier Name	Open date for investigation at Mazda	Requested Date of investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO
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2002-027-C 5101

Closed Date	# of Failed Days (Closed Open date as closed)	# of Passed Days (Closed Open date as closed - Handed back to PRG)	Details
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ENR2-027-C 5102

	Rank	Info #	County reported	Vehicle Production Date	Color	Model	VIN	Make Engine	Ford Engine	Repair Date	Registration Date	Mileage
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EMR2-07-C 5103

Current Description	Disposition of Ownership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Part used at	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to PTC	Shipment date from PTC to PTO	Received Date at PTC
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8882-827-C 5184

Closed Date	# of Passed Days (Closed-Open date at Month)	# of Passed Days (Closed-Handled date to PTO)	Status
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EM02-071-C 5185

Ford EFPW J14_16 Duratec.xls
 Closed (2002-)

#	Rank #	Info. #	County reported	Vehicle Production Date	Concern	Model	VIN	Mazda Engineer	Ford Engineer	Repair Date	Registration Date	Mileage

DW2-027-0 0108

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
Engine stalled during driving and the engine could not be re started. No spark was observed and high impedance inspection of the harness connector was found.	The vehicle was repaired at the dealership.											
Customer found oil under the car. Also found oil on the front end, oil pan, oil filter and under cover. When the engine is run, one of the bolts of the oil pan is loose. The crank shaft pulley, because of this, it was determined the cause was the loose bolt of oil pan.	The vehicle was repaired at the dealership.											
46 timing belts were test by both vehicles. Location of the belt was wrong. As a result, there was no test for engine failure.	The vehicle was repaired at the dealership.											
Please refer to the attached "Lead sheet concern"	The vehicle was repaired at the dealership.											

EPW-877-C B187

# of Planned Days (Closed-Halted (date to PTO)	Open / Close	Status
[REDACTED]		

#	Rank #	Info #	Country reported	Vehicle Production Date	Concern	Model	VIN	Make Engine	Ford Engine	Repair Date	Registration Date	Mileage

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipped date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
All bolts of upper main crankshaft were rusted.	Replaced the bolts.											
After 1 hour parking, the engine could not be started. Failure code P1355 and P1356 were shown. Incomplete operation of JE-Oil was found.	Checked the oil. The problem was fixed.											
Oil leak was noticed during 100km/hour driving on highway. The engine was checked for leaks. The amount and type of engine oil was checked and found no problem.	Replaced the oil pan.											
When engine started up, the timing noise came	Replaced PCV valve and its gasket.			10001 ES-000		Ford	01/18/00					

# of Passed Days (Closed-Handled date to PTD)	Open / Close	Status
[Redacted Content]		

Rank	Info. #	Country reported	Vehicle Production Date	Concern	Model	VIN	Month Engine#	Foot Engine#	Repair Date	Registration Date	Mileage

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
At idling, the noise can be heard from the upper part of timing chain of engine right bank. After removing engine front cover and rotating engine by hand, the clearance of the adjuster of right timing chain is larger than the one of left. Then removing adjuster, piece spring for oil pressure adjuster was taken. It is explained that the head of screw that adjust spring rate broken.	Replaced the adjuster.					Ford						
During driving, the engine noise boomed (resonance sound) in the vehicle and it is not suitable for a high-grade vehicle. Engine noise within 100 (horse) and it's thought to be a noise of timing chain.												
When engine was started after the engine oil filter having been changed to new one on the vehicle, knocking for regular maintenance oil filter from the timing belt between timing belt and oil filter.												
When the timing-belt was removed, it showed the timing belt guide was broken. The timing belt guide was broken. The timing belt guide was broken. The timing belt guide was broken.												
The root cause for the noise is the defective timing belt for #1 cylinder. The concern was closed at receiving the complaint when replacing the timing belt.	Replaced the timing belt.					Ford						

# of Passed Days (Closed-Handled date to PTO)	Open / Close	Status
[Redacted Content]		

P	Rank	Info #	Country reported	Vehicle Production Date	Concern	Model	VIN	Mazda Engine	Ford Engine	Repair Date	Registration Date	Mileage

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for investigation at Mazda	Requested Date of Investigation to FHO	Ship/return date from FHO to PTO	Received Date at PTO	Closed Date	# of Pinned Days (Closed-Open date at Mazda)
Oil leak (report) was reported.												
Engine oil leaks from the vehicle front. (The ground was wet with oil) The oil level was between F and L, and at the point of 1/4" from L. When the leak point being investigated, it was confirmed that oil leaked from the front plug. (Please see the e-mail and pictures) When the plug was tried to tighten, it rotated about 1/2 turn. (Therefore installation is required)	Oil leak stopped when plug was tightened, but removed the plug, put the seal replaced, and re-assembled.	EAS		9701 25 000		Ford	10/18/2000					
When rear vehicle arrived at the dealer, rough idling was found. Also when shifting the slips, after-burning frequently occurred. As a result of check, the crack on 4th cylinder spark plug was detected.	Replaced 4th spark plug and checked head.	EAS		9701 25 000		Ford	10/23/2000					
When engine started with engine cold, noise could be heard from the engine room after about ten seconds. This noise could be heard near from the insulator cover of exhaust manifold. And it is similar to the noise that can be heard at heat expansion or at breaking of hammer.		EAS		9701 25 000		Ford	10/28/2000	NA				
Oil pressure warning lamp being always on. (Confirmed at dealer during FHO) Almost like delivery pressure in oil pump. Noise due to damaged bearing is heard from turbo	Replaced oil pump bearing etc.	EAS		9701 25 000		Ford	10/28/2000 11/11/2000 2002/000	11/28/2000				

# of Passed Days (Closed-Handled date to PTC)	Open / Close	Status
[REDACTED]		

Rank #	Info #	Country reported	Vehicle Production Date	Concern	Model	VIN	Mazda Engine	Ford Engine	Repair Date	Registration Date	Mileage

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Copy (Closed-Open date at Mazda)
A lot of oil leaked from the crank pulley. Oil fell onto driveway and had been oil further with cover by the last. From the result of investigation, oil leaked from oil pan assembly to the crank of crank pulley.												
Engine oil leak was found at the parking area (on the left). As a result of the vehicle filled up and checked, then oil was found around base of filter cartridge.	Referred to repair center.	EAB		8901 28 000		Ford	1/28/1999	1/28/1999				
When driving at night with cold, engine stalled at the intersection. Engine did not re-start even after cranking. Unavoidably, the vehicle was removed from the intersection by pushing. After 10 minutes, engine restarted when started. Customer requested repair with the assumption of engine stalled after oil splashing and needed to return to repair.	Referred to repair center.	EAB		8901 28 000		Ford	1/28/1999	1/28/1999				
Water leak from the front of the vehicle. When put pressure on CLUTCH on coasting engine, a splash of water leak was found from the left side. Area of the hood, air filter and intake air.	Referred to repair center.	EAB		8901 28 000		Ford	1/28/1999	1/28/1999				

# of Passed Days (Closed-Handled date to PTC)	Open / Close	Status
[Redacted Content]		

o	Rank P	Info. o	Country reported	Vehicle Production Date	Company	Model	VIN	Main Engine	Ford Engine	Repair Date	Registration Date	Mileage
[The body of the table contains a large area of extreme noise and grain, making the data rows completely illegible.]												

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
<p>During driving, metallic noise could be heard from the engine, then engine stopped. Coolant checked, clean from external leaks.</p> <p>After parking in the parking area as usual, the customer tried to restart but it won't start. After the engine restarted, engine vibrated and the accelerator was not good.</p>	Investigated											
<p>On the following day of the delivery, the customer was driving down the slope by decelerating from 40km/h then engine suddenly stalled. idling could not continue so he/she kept engine revoluton (rpm) by controlling the accelerator. This resulted to the wide parking space and protest.</p>												
<p>When the vehicle was received for 1000km check, coolant leak was confirmed. As a result of taking 20" outlet pipe off, coolant leak was confirmed from the fitting area of cooler pipe and by-line block.</p> <p>Inspection with pressure was found as the "CP" ring grooved. (The wedge was suggested to be used for preventing the ring from slipping off when assembling outlet pipe.</p>												
<p>The vehicle was returned to dealer with the claim of engine noise from engine.</p> <p>Defect diagnosed as push noise.</p>	Resolved later						01/18/2000	11/18/2000				

# of Passed Days (Closed-Handled date to PTO)	Open / Close	Status
[Redacted Content]		

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Padded Days (Closed-Open date at Mazda)
After disassembly the cylinder head, broken 20 valve was detected.												
MIL lamp is on. Follow code P1515 seen second in the PCM. MAPC valve and MAPC harness were checked but no fault was detected. MAPC control unit has been replaced and changed to new one. 1 month free period since changed to new one, but no improvement.												
Single wheel up by hand, steering wheel loose at wheel. When speeding up, the noise becomes continuous. Noise can be heard near the cylinder head. In repair shop, noise was reproduced by hand and by wheel.												
MIL lamp is on. MAPC valve and MAPC harness were checked but no fault was detected. MAPC control unit has been replaced and changed to new one. 1 month free period since changed to new one, but no improvement.												
After disassembly the cylinder head, broken 20 valve was detected. MAPC valve and MAPC harness were checked but no fault was detected. MAPC control unit has been replaced and changed to new one. 1 month free period since changed to new one, but no improvement.												

# of Passed Days (Closed-Handled date to PTC)	Open / Close	Status
[REDACTED]		

	Rank	Info #	Country reported	Vehicle Production Date	Cosmos	Model	VIN	Mazda Engine	Ford Engine	Repair Date	Registration Date	Mileage
[The body of the table is extremely noisy and illegible due to heavy speckling and low contrast. No data is discernible.]												

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to FTD	Received Date at FTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
<p>A concern was reported that the engine would not start. A technician was sent to the spot in order to check the engine. Engine could be started. The vehicle returned to the service shop. Failure code P0306 was indicated. Replaced the valve stem position sensor. After recheck, reflectance was indicated due to a poor repair. To make sure, replaced a control sensor.</p>	<p>Engine replaced with a new one due to a poor repair. To make sure, replaced a control sensor.</p>											
<p>The customer informed that the engine condition is not good. The engine can start but idle condition is not good. From the result of investigation on ignition system, B2-402 coil of ignition coil was about to come off. When coil was inserted properly, the problem solved.</p>	<p>When coil was inserted properly, problem solved.</p>											
<p>A vehicle was returned to the dealer shop by the customer. Engine oil leakage. Dealer checked it and found leakage between oil cover and oil filter was indicated. Oil filter was replaced but problem was not solved. Then, oil cover was replaced and oil leakage stopped.</p>												
<p>MIL is on. From the check result, (1) MAF sensor value was low. (2) Gas in the intake system was damaged.</p>												

# of Passed Days (Closed-Header date to PTC)	Open / Close	Status
[REDACTED]		

#	Rank	Info. #	County reported	Vehicle Production Date	Concern	Model	VIN	Make Engineer	Ford Engineer	Repair Date	Registration Date	Alleged

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
<p>room with smell of burnt oil. Oil leak from oil gallery plug at the rear of left bank (4, 5 and 6 cylinders) had been plugged (note page 2000000000) located with new plug from manufacturer. Plug not loose when inspected. Other oil leakage areas were also found. (File refer to B/11 a-wait).</p>												
<p>Engine could not be started just after a new vehicle had been delivered to a dealer. A dealer confirmed a valve timing lag due to a nut pinched between a timing chain and a timing gear. Note: Nut is made from aluminum with seals for preventing loosening. Therefore the nut cannot nut from the engine.</p>	Engine overhaul was replaced with a new one.	ECU		6741 52 100		Ford	8/17/2000	10/1/2000				
<p>Smell of gasoline coming from inside of engine compartment. Fuel leaked from injector and went along to the bottom of inlet manifold.</p>						Ford	8/17/2000	2/17/2001				
<p>Just after delivered to a dealer, the vehicle returned to a dealer with a complaint dealer not operating properly. After working under power, a path where water leakage from timing cover was found. (File not purchased)</p>						Ford	10/20/2000	10/20/2000				
<p>Customer complains from those vehicle leaks to oil cooler. When inspected, the hole had a small hole.</p>						Ford	8/17/2000	8/17/2000				
<p>Water leakage from engine compartment. (File not purchased)</p>												

# of Passed Days (Closed-Harvested date to PTO)	Open / Close	Status
[REDACTED]		

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for investigation at Mazda	Requested Date of Investigation to PNO	Shipment date from PNO to PTC	Received Date at PTC	Closed Date	# of Passed Days (Closed-Open date at Mazda)
Power windows inoperative. Accident involved.												
An engine roughly idled while a vehicle was to be delivered in a dealership. (After the occurrence.) As a result of investigation a spark plug with 2 fingers was found.												
Engine oil leaked from a crank pulley and dripped on a lower oil pan. (As a result of an inspection a crack in the lower oil pan pulley was found.)												
Coolant leaked from water pump. An owner inspection of that pump revealed the coolant that leaked from a crack on the pump.												
Starter rotates but an engine cannot be started. As a result of a check, a service code (D20) was indicated.												
Engine speed became rough and the power decreased. Tapping noises could be heard.												
Clacking noise could be heard.												

# of Passed Days (Closed-Handled date to PTO)	Open / Close	State
[REDACTED]		

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FTO	Shipment date from PWD to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
Top cover... A seal... with a ball... Clearance... and a ball... 1.5 mm... vibrates... touch in ball.												
Engine roughly idled and vibrated. Acceleration was poor. A spark plug of #1 cylinder did not spark.												
There is an incidence of water leakage on the pump body. MC... oil... oil...												
MC... Failure Code... PASTE... After... a new...												
Engine... to... after... Fuel...												
Control...												

# of Passed Days (Closed-Handed date to PTC)	Open / Close	Status
[REDACTED]		

#	Rank #	Intr. #	Country reported	Vehicle Production Date	Concern	Model	VIN	Make Engine	Ford Engine	Repair Date	Registration Date	Mileage

Concern Description	Disposition at Dealership	Mileage Part Name	Part Part Name	Mileage Part #	Part Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
M/L temp in oil and engine rough idling close to spark plug failure.												
Engine stalled in intersection when turning. It restarted but took time.		10000					10/24/2000					
Engine stalled suddenly at the speed of 40mph/45mph. It restarted after 2 or 3 min.		10000					10/24/2000					
Engine stalled while driving, not able to start right away, but could restart after 30mins.		10000					10/24/2000					
Engine stalled twice. 1. 50mph on gentle uphill. 2. 50 or 60 mph on gentle downhill without accelerator pedal. It did not restart right away.		10000					10/24/2000					
Engine stalled when decelerating with brake pedal. Unable to restart right away. Restarted after 30 mins.		10000					10/24/2000					
Engine stalled at driving on uphill with low speed, after starting stall at parking (2000ish). Need 10mins to restart. Engine stalled 3 times.		10000					10/24/2000					
Unable to restart right away. Able to restart after 30 mins.		10000					10/24/2000					
Engine stalled when it vehicle stopped at the school. Engine could be restarted. (Engine restarted after 30 mins) Engine stalled after 30 mins of idling (not time to restart) 1 hour after that.		10000					10/24/2000					

# of Passed Days (Closed-Handled date to PTC)	Open / Close	Status
[Redacted content]		

#	Rank #	Info #	Country reported	Vehicle Production Date	Concern	Model	VIN	Make Engine	Ford Engine	Repair Date	Registration Date	Mileage
[Redacted Content]												

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for investigation at Mazda	Requested Date of Investigation to FHO	Signature date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
Investigation of engine Reinstall spark plug angle sensor 180 degree Nothing wrong with oxygen and harness condition												
Intermittent "Engine stall" happens.												
Engine oil leaks from cylinder block. Oil leakage point: Front and rear left right side on the block with forward the direction of the vehicle progress and 10mm (about) below from the cylinderhead casted.	Replaced engine oilpan	Engine cover		0YV1 EB100		Ford	12/22/00					
Green noise from intake system was occured. Also a burning smell was occured.	This concern was settled by replacing the EGR valve	EGR valve		0YV1 EB100		Ford	12/22/00	12/22/00				
White noise from engine room was occured. Noise was disappeared if the air pipe which is connect to the EGR valve was clamped.		EGR valve		0YV1 EB100		Ford	12/22/00					
A green noise from the filter system was occoured when passed about 30sec after engine started.		EGR valve		0YV1 EB100		Ford	12/22/00	12/22/00				
A green noise from around the air cleaner was occoured when the engine have been warmed up.		EGR valve		0YV1 EB100		Ford	12/22/00	12/22/00				
MIL lamp is on. idling is not steady. As a result of check EGR valve check done.						Ford	1/9/2001	1/9/2001				
MIL lamp is on.						Ford	1/9/2001	1/9/2001				
Dealer removed the suspected and found that there was a foreign material such as leaves in the air filter housing.						Ford	1/9/2001	1/9/2001				
It's impossible to start the engine when the engine is cold.						Ford	1/9/2001	1/9/2001				

# of Pended Days (Closed-Handled date to PTO)	Open / Close	Status
[Redacted Content]		

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for investigation at Mazda	Requested Date of Investigation to FWC	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
<p>ML being on</p> <p>DTC-P0004 (M4 P1170) (misfire) has been cleared. 2 out of 3 returned (detected) on the objective inspection.</p>											5/16/2001	
<p>Engine did not start in the morning when a dealer was going to start vehicle. Sport plug was changed but the problem did not resolve, so plug was replaced with the original one and the problem.</p>											5/16/2001	
<p>Oil was leaked from crank shaft by dealer. After further investigation, it was found that there was no problem in the leak process.</p>											5/16/2001 5/16/2001	
<p>The vehicle concerned was returned due to ML being on P1170, P0171 and P0300. DTC were rechecked. Shutter valves of #4 and 6 for MFC were defocused. Gasbar and MFC housing were replaced. The defocused valves could not be reproduced during driving test after repair. When rechecked, in scope of 2001 test. Shutter valve for MFC</p>	<p>MFC housing and M valve were re-replaced.</p>			0Y01 15-008		Ford	5/16/2001				6/16/2001	
<p>Noise going to water pump was cracked and LLC failed, it happened just after a vehicle delivered. A user was so angry that a dealer could not say the noise was cracked. It was explained that assembly of hose and hose band were not appropriate, the hose was twisted and clearance occurred.</p>	<p>Water pump and hose were replaced and the problem solved.</p>	water hose				Ford	5/16/2001				5/19/2001	

# of Passed Days (Closed-Handed date to PTC)	Open / Close	Status
[REDACTED]		

#	Rank #	Info #	Country reported	Vehicle Production Date	Concern	Model	VIN	Mazda Engine	Ford Engine	Repair Date	Registration Date	Mileage

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Recognized Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Pinned Days (Closed-Open date at Mazda)
Excessive engine vibration up in rpm gear. This concern occurred up to 10000 rpm. When the vehicle was in gear, this concern occurred. This concern occurred up to 10000 rpm.												
Engine vibration up in rpm gear. This concern occurred up to 10000 rpm. When the vehicle was in gear, this concern occurred. This concern occurred up to 10000 rpm.												
Body vibration was observed when the vehicle was in gear. This concern occurred up to 10000 rpm.												
Leaking from the No. 1 coil was found.												
The coil was inspected against a part of the engine. A leak from the coil was found. The engine was inspected and no leak was found.												
Engine vibration was observed when running. This concern occurred up to 10000 rpm. When the vehicle was in gear, this concern occurred. This concern occurred up to 10000 rpm.												
No concern was observed when running. This concern occurred up to 10000 rpm. When the vehicle was in gear, this concern occurred. This concern occurred up to 10000 rpm.												
No concern was observed when running. This concern occurred up to 10000 rpm. When the vehicle was in gear, this concern occurred. This concern occurred up to 10000 rpm.												
No concern was observed when running. This concern occurred up to 10000 rpm. When the vehicle was in gear, this concern occurred. This concern occurred up to 10000 rpm.												
This concern stopped the engine when running. This concern occurred up to 10000 rpm. When the vehicle was in gear, this concern occurred. This concern occurred up to 10000 rpm.												

# of Passed Days (Closed-Handed date to PTD)	Open / Close	Status
[Redacted Content]		

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Pinned Days (Closed-Open date at Mazda)
None yet engine runs. No noise. Abnormally rough idling according to the plunger.	Engine oil replaced.										7/1/2001	
White smoke was generated from engine room vehicle running and the engine overheated.	High compression test was conducted. The timing chain of the engine was replaced.					Ford	1/15/2001				7/18/2001	
The cruise is presumed to be a defective seal of water pump.	Water pump was replaced.	Water pump				Ford	1/15/2001				8/18/2001	
When the engine is running there is a noise from the crankshaft pulley.	Timing belt was replaced.	Timing belt				Ford	1/15/2001	12/28/00			8/30/2001	
Engine startability was poor. After engine started, big amount of smoke was happened.	Crankshaft pulley was replaced and the timing belt was replaced.					Ford	1/15/2001				8/30/2001	
While driving, big noise was heard from the engine room. When opened the bonnet, outside of the pulley was turned.	Timing belt was replaced.					Ford	1/15/2001				8/30/2001	
Customer's complaint is "The consumption of the coolant is early."	Water pump replace	Water pump				Ford	1/15/2001				8/30/2001	
When periodic inspection was done in dealer, the Green Leaf found the oil leaks of oil in the drive belt.	Replacement of fan belt.	Fan belt				Ford	1/15/2001				8/15/2001	
The fuel pressure was low. The fuel filter and air filter were replaced. A considerable amount of fuel was seen at the eyes of the fuel injector and the injector. The fuel filter was also replaced. A lot of fuel had collected in the tank of the tank of the cylinder. The fuel filter was replaced at 10000 miles.											8/15/2001	
The car was purchased and the...											8/15/2001	

# of Passed Days (Closed-Handled date to PTC)	Open / Closed	Status
[REDACTED]		

Rank #	Info #	Company reported	Vehicle Production Date	Concern	Model	VIN	Mazda Engine	Ford Engine	Repair Date	Registration Date	Mileage
[Redacted Content]											

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
The MSL lamp BLDTC P0070-0000 Max spark. It is no problem for the resistance of coil, dealer was solved by installing the western coil in the vehicle. After repair the concern was duplicated by lighting of coil. After repair on a specific coil the hesitation was eliminated. Afterward, the coil started by proceeding the rough idle transient after the engine start.	The MS coil was replaced.	MS coil				Ford	09/20/01				09/20/01	
The EGR valve does not completely close to this cause. The condition of this engine had the same by neither idling nor running. However, the several miles had been generated for several days back by the fact that the engine idled. This sound to a squeal and the engine had from the idling. The condition of the engine was not good. The engine was checked and the resistance of other speaking system about 6 KG.	The EGR valve was replaced.	EGR valve				Ford	07/18/01					
When a user is driving for a long time and going up the slope, an engine check lamp is a meter is on. (Engine has no problem.) EGR voltage was checked with measuring DPF sensor. (Sensor showed 4.5V) (Sensor Under 4.5V condition)	MS plug was replaced.	MS plug				Ford	09/20/01				11/13/01	
											09/20/01	

# of Passed Days (Closed+Halted days to PTC)	Open / Close	Status
[REDACTED]		

Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from PTO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
This vehicle finds the same concern before and does the oil pressure warning light on. Oil level is normal. Oil level is low in the oil pan. Oil level is low in the oil pan. Oil level is low in the oil pan. Oil level is low in the oil pan.	Oil change performed											
The oil lamp goes off when the engine starts to run. The oil lamp goes off when the engine starts to run. The oil lamp goes off when the engine starts to run. The oil lamp goes off when the engine starts to run.	Oil change performed											
Clattered sound was suddenly generated from the engine. Compression No.1:15Kg, No.2:18Kg, No.3:18Kg, No.4:15Kg. The engine was inspected and a spark plug of No.4 was pulled out at the position of rotated 100 degrees and was not done. The insulation of the No.1 cylinder was broken. The electrode of the plug is not damaged.	Engine replaced	Engine										
This concern is only decreasing from the accelerator pedal time ON.	Fuel replacement	Fuel filter	Fuel									
Steering wheel suddenly becomes heavy to turn and the user was unable to carry on driving. After investigation of the vehicle, a belt tensioner was broken and ball came off.	Ball joint and tensioner were replaced											

12/10/2001
12/10/2001

# of Passed Days (Closed-Handled date to PTD)	Open / Close	Status
[REDACTED]		

#	Plant #	Info. #	Country reported	Vehicle Production Date	Customs	Model	VIN	Mazda Engine	Ford Engine	Repair Date	Registration Date	Mileage
[REDACTED]												

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Concern Description	Disposition at Dealership	Mazda Part Name	Ford Part Name	Mazda Part #	Ford Part #	Supplier Name	Open date for Investigation at Mazda	Requested Date of Investigation to FHO	Shipment date from FHO to PTO	Received Date at PTO	Closed Date	# of Passed Days (Closed-Open date at Mazda)
<p>Engine speed does not increase when accelerator is pushed. When engine speed checked, the engine speed does not increase. The engine speed does not increase when the accelerator is pushed. When the head was removed from the register, engine speed increased to normal. After oil was changed to 10W/40, engine could not start. When the EGR valve was removed, engine started. When the EGR valve was removed, engine started. When the EGR valve was removed, engine started.</p>												

1997-027-C 9181

# of Passed Days (Closed-Handled date to PTO)	Open / Close	Status
[Redacted Content]		

ENR2-027-Q 5102

> Fran McCarthy St. Clair (fmccarth)
> VMV & EVMV
> Outfitter Stationery Components
> Phone: (313) 32-25718
> Fax: (313) 84-50578
> E-Mail: fmccarth@ford.com
>
>

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

> From: Dalbo, Bob (R.J.)
> Sent: Wednesday, October 23, 2002 12:47 PM
> To: McCarthy, Fran (F.); Fiorini, John (J.J.); Gilbert Fournelle
> Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug
> (D.J.);
> Boggs, Dave (D.L.); Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.);
> Corbett,
> Sandra (S.M.)
> Subject: RE: Escape VMV Warranty
>
> Fran/John,
>
> There are still two possible reasons for these VMV replacements:
>
> 1) Dealers are erroneously replacing them
>
> 2) The part specifications that influence stalling are not defined or
> inadequately defined.
>
> We have already discovered one part (an evap system check valve) where
> reason 2 caused stalls.
>
> We look forward to your participation in our 2:00 Thursday stall
> meeting.
> This week's meeting will be strictly call-in since the calibration team
> is
> at AFG. Gilbert Fournelle will send out the meeting notice shortly.
>
> 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: McCarthy, Fran (F.)
> Sent: Tuesday, October 22, 2002 6:27 PM
> To: Whitworth, Rudy (A.R.); Hoffman, Tom (T.W.); Fiorini, John
> (J.J.);
> Corbett, Sandra (S.M.)
> Cc: Coryea, Kevin (K.W.); Hansen, George (G.C.); Mancini, Doug
> (D.J.);
> Boggs, Dave (D.L.); McCarthy, Fran (F.); Dalbo, Bob (R.J.)
> Subject: Escape VMV Warranty
>
> I am sending you the following documents relative to Escape VMV
> Warranty
>
> 1. Top 20 Customer Concern Codes for -9C915-. You will notice
> that