
From: Mikota, Dennis (D.P.)
Sent: Thursday, September 27, 2001 10:56 AM
To: Dalbo, Bob (R.J.); Lisi, Paul (P.)
Cc: Fournelle, Gilbert (G.)
Subject: Air meters

Paul,

Would you please order us six air meters, Part number 1L2Z-12B579-BARM... THANKS.....

From: Marchlewicz, Carl (C.E.)
Sent: Tuesday, April 02, 2002 10:23 AM
To: Bogema, John (P.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Hurley, Robert (R.E.); Jenkins, Eric (E.J.); Mandziuk, Roger (R.S.); Marchlewicz, Carl (C.E.); Matasa, John (J.); Shanahan, John (J.L.); Smith, Tony (T.R.)
Subject: Today's U204 3.0L 4V 2005 Dyno Status meeting is cancelled for 4/2/02

Today's meeting is cancelled. (4/2/02)

Reason: R. Hurley and R. Mandziuk are out of the office.

Status of 6F:

- 1.) Engine is being installed into 6F.
- 2.) Break-in lineup is at the room
- 3.) We will follow Breakin with the following procedures:
 - a.) Performance Run
 - b.) Archlk
 - c.) DVEO_00

Any questions, please call me

Carl E. Marchlewicz
System Engineering
Dyna Bldg, 2nd floor cube 2C08
Wk 313-845-5991 Pager: 313-796-7164

From: Fournelle, Gilbert (G.)
Sent: Wednesday, May 29, 2002 5:21 PM
To: Khalil, Imran (I.)
Cc: Woodings, Andrew (A.T.)
Subject: Calvin installation

Imran,

Could you please test the Calvin ADS systems in the vehicle which you already have (546W2743). There is nobody available to bring another vehicle tomorrow. Our vehicles (3) are currently tied up in lab testing. I think that I can handle the installation, similar to the way it is done on 584W273, if you can test the hardware on the vehicle you have.

We have 1 more vehicle in the TEE building garage, 564W275, but it has a trans fluid leak and cannot currently be driven. You are welcome to come over to the TEE garage and perform the Calvin installation at any time tomorrow or Friday. Andrew Woodings (x55163) should be able to assist you tomorrow with this vehicle.

Thanks,

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904966 Fax:(313)3231786

From: Lewis, Dennis (D.J.)
Sent: Thursday, July 11, 2002 2:32 PM
To: Fournelle, Gilbert (G.); 'Mcos@vstec.com'; Lewis, Dennis (D.J.)
Cc: Shelton, Randy (R.); Huck, Dave (D.E.); Dalbo, Bob (R.J.)
Subject: RE: X5_dcv4 and yet another request

FYI.

I found what was booting us out most frequently with the cap off regardless of the new logic in there or not. It was due to PG_DC dropping below PGM_P0_DCMIN which is at .5, not the vapor as we initially had thought. I still found it possible to tip in and out some of the time and remain in the monitor. I have drove the car alot to today testing the fix and tipping in and out above and below the phase timer about criteria of 5 secs and it seems to work perfectly so far.

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

From: Fournelle, Gilbert (G.)
Sent: Thursday, July 11, 2002 2:23 PM
To: 'Mcos@vstec.com'
Cc: Shelton, Randy (R.); Lewis, Dennis (D.J.); Dalbo, Bob (R.J.)
Subject: X5_dcv4 and yet another request

John,

First, thanks for all your help so far. Randy, Dennis and I have validated the purge addition from X5_dcv4 and feel that it is ready to be bookshelved.

I have another request on the MAF feedback algorithm (which is 2-fold)

1) We need an additional timer to delay updates in IDC1 for about 20 seconds after startup.

<< File: start.doc >> << File: START.VDF >>

The timer should be based of ATMR3.

The logic should be similar to the decel_tm. This mean that we do not want to update IDC1 until ATMR3 > cal parameter. We do not want to reset IDC_CL_KAM to IDC_CL_INIT during this time. We just do not want to update. This is to avoid the situation shown in the attached file where IDC1 and IDC_CL_KAM erroneously become negative.

2) We would like additional code, for stall robustness reason, which resets IDC_CL_KAM = 0 if IDC_CL_KAM < 0 and APT > -1

This is analogous to the current RPM control strategy. During decel and during idle, we would allow IDC_CL_KAM to become negative. However, when we go part throttle, we would like the value in IDC_CL_KAM to have a minimum value of 0. This is for stalls robustness. From the stalls perspective, providing too much air is a lot safer than potentially providing too little air.

Please let me know your thoughts.

Thanks,

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231788

From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 10:55 AM
To: Corbett, Sandra (S.M.)
Subject: RE: Updated U204 stall presentation with prevent re-occurrence slide

I can if you want me to. Bob just asked me to send you the file so that you could update the board. Let know what you would like to do.

Gilbert Fournelle

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

—Original Message—

From: Corbett, Sandra (S.M.)
Sent: Wednesday, July 03, 2002 10:54 AM
To: Fournelle, Gilbert (G.)
Subject: RE: Updated U204 stall presentation with prevent re-occurrence slide

Will you be bringing that slide to update the board?

Sandy Corbett

Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-B66

—Original Message—

From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 10:44 AM
To: Corbett, Sandra (S.M.)
Subject: Updated U204 stall presentation with prevent re-occurrence slide

Sandra,

Attached is the updated presentation. The only difference is the addition of a prevent re-occurrence slide.

<< File: u204_stall_7_2.ppt >>

Regards,

Gilbert Fournelle

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

From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 12:21 PM
To: Suarez, Rhae (R.); Dalbo, Bob (R.J.)
Cc: Price, Martin (M.)
Subject: RE: Stall TSB draft??

I would prefer to meet next week Tuesday any time during the afternoon.

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231788

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

From: Suarez, Rhae (R.)
Sent: Wednesday, July 03, 2002 12:19 PM
To: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)
Cc: Price, Martin (M.)
Subject: Stall TSB draft??

Are we going to meet today? or would you prefer to move the meeting to next week (when Murtel and Don are back)? If so, what is a good time for you?

Let me know.

Thanks!
Rhæe

From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 12:24 PM
To: Suarez, Rhae (R.)
Subject: RE: Stall TSB draft??

Bob is on vacation until Monday,

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

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

From: Suarez, Rhae (R.)
Sent: Wednesday, July 03, 2002 12:22 PM
To: Fournelle, Gilbert (G.)
Subject: RE: Stall TSB draft??

Is Bob around? because if he isn't and we did meet, it would only be you, me and Marti.

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

From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 12:21 PM
To: Suarez, Rhae (R.); Dalbo, Bob (R.J.)
Cc: Price, Martin (M.)
Subject: RE: Stall TSB draft??

I would prefer to meet next week Tuesday any time during the afternoon.

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

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

From: Suarez, Rhae (R.)
Sent: Wednesday, July 03, 2002 12:19 PM
To: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)
Cc: Price, Martin (M.)
Subject: Stall TSB draft??

Are we going to meet today? or would you prefer to move the meeting to next week (when Muriel and Don are back)? If so, what is a good time for you?

Let me know.

Thanks!
Rhae

From: Bogema, John (P.)
Sent: Wednesday, July 03, 2002 3:56 PM
To: 'JVISOS@VISTEON.COM'
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Shelton, Randy (R.); Lewis, Dennis (D.J.); Fournelle, Gilbert (G.); Mandziuk, Roger (R.S.)
Subject: Changes to x4_dcap4

Importance: High

Contacts: Visos, John

John,

We need to add a couple more lines of logic into the code, the parameter names aren't critical, just the function:

One change to add a new FN894 (FN894_PGM) that will allow for a higher min clip on dashpot in State 0 above 40MPH. Another is to allow the purge monitor to run in state 0 to detect a gross leak even if the throttle is stepped off of.

To allow the purge monitor to complete phase 0 testing in a cap-off tip-out situation,

```

If ( ( pg_st = 0 ) ;purge monitor running
    and ( vsbar > PGM_ID_VS_MX = 10 ) ;in cruise mode
    and ( tp_rel < PGM_CR_TP_MN = 5.0 ) ;and foot is not on
throttle
    and ( am < PGM_CR_AM_MN = 2.0 ) ;and air mass is too low
    and ( n < PGM_CR_N_MN = 1200 ) ;and rpm dropping

*****
    and (pgm_phs_tmr > PGM_CR_PH_TMR));allow gross leak test to run even if
tip-out occurs after a given period of time. Remember that the pgm_phs_tmr
counts down from 40 seconds to 0. so it needs to be a greater than condition.
*****
Then
    pgm_pg_on = 0 ;turn purge valve off
    pc_reset = 1 ;reset monitor
    pgm_st = 5 ;show monitor abort
    pgm_error = 5
  
```

End_if

To allow a new dashpot in the cruise test:

void dashpot_min_clip(void)

```

BEGIN_FUNC /* BEGIN: dashpot_min_clip */
/*
Execute the following process only when called.
*/

IF (gr_cm == 3)
THEN
    das_max_mult = MAX_MULT3;
ELSE_IF (gr_cm == 2)
THEN
    das_max_mult = MAX_MULT2;
ELSE
    das_max_mult = 1;

END_IF
  
```



```

IF ( (      (INTSHP == 1)
      AND    (fig_dasrnq == 1)
      AND    (TRLOAD > 3)
      AND    (scp_sc_en == 0))
      AND ( (      (pdl == 3)
              AND  (gr_cm < 3) )
            OR (      (pdl == 4)
                    AND  (gr_cm < 4)
                    OR  (gr_cm == 4)
                    AND (GEAR4_EN == 1) ) ) ) )
THEN
      das_min_tmp = fox(&FN898E, (ints - dcdrpm)) *
      das_max_mult;
      daspot = fmax(daspot_tmp, das_min_tmp);
      /* As minimum jerk airflow */

***** add new function FN894_PGM here *****
***** Same size and inputs as FN894 *****
ELSE_IF (      (fig_dasrnq==1)
          AND  (PGM_RUNNING ==1)
          AND  (VSBAR > PGM_ID_VS_MX))
      das_min_tmp = fox(&FN894_PGM, (n_ratch - dcdrpm))
      daspot = fmax(daspot_tmp, das_min_tmp);

*****

ELSE_IF (      (fig_dasrnq == 1)
          AND  (dndsap == 0) )
THEN
      das_min_tmp = fox(&FN894, (n_ratch - dcdrpm)) *
      DPNEU_MUL;
      daspot = fmax(daspot_tmp, das_min_tmp);
      /* As minimum clip */

ELSE_IF      (fig_dasrnq == 1)
THEN
      das_min_tmp = fox(&FN894, (n_ratch - dcdrpm));
      daspot = fmax(daspot_tmp, das_min_tmp);
      /* As minimum clip */

ELSE
      daspot = fmax(daspot_tmp, 0);          /* Clip to zero minimum */

END_IF

```

Unfortunately, I will be on vacation all next week, if you have questions contact Gilbert Fournelle or Randy Shelton.

Thanks for all of your help on this.

John P. Bogema

3.0L Escape Calibration Engineering
 Phone:313.33.75133
 Location:TEE 1AE22
 Email:JBOGEMA@FORD.COM

From: Fournelle, Gilbert (G.)
Sent: Monday, July 08, 2002 7:09 AM
To: Sanders, Muriel (M.S.)
Subject: FW: Stalling Escapes in Hawaii

Importance: High

Could you please contact Joe and give him the TSB and ISM information. I will be on vacation until tomorrow.

Thanks,

Gilbert

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

From: Whitehead, Joe (J.P.)
To: Fournelle, Gilbert (G.)
Sent: 7/5/02 8:23 PM
Subject: FW: Stalling Escapes in Hawaii

Gilbert, I got Bob Dalbo's out of office message. Please give me some help fixing stalling Escapes. Thanks,

Joe Whitehead
4.0L Ranger Calibration
(313) 33-74063
Email: JWHITEH4@FORD.COM

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

> **From:** Whitehead, Joe (J.P.)
> **Sent:** Friday, July 05, 2002 8:19 PM
> **To:** Dalbo, Bob (R.J.); Stelmaszczyk, Robert (R.)
> **Cc:** Ward, Sheila (S.A.); Perlick, Don (D.A.)
> **Subject:** Stalling Escapes in Hawaii

>

> Bob Dalbo,

> I'm vacationing in Honolulu and have volunteered to go to a neighbor
> island, Kauai, to investigate a Explorer Sport with a stalling problem.
> I called the general manager today to verify the customer vehicle will
> be available on Tuesday. Not only will the Explorer be available, the
> dealer has two 3.0L Escapes that customers are refusing to pick up
> because of repeated stalls problems. The general manager also
> mentioned some number (14?) of Tributes which have bought back by Mazda
> for stalls. He would like me to stick around some extra days to help
> fixing the two customer vehicles. The dealer info is:
> MIDPAC AUTO CENTER, INC. 3050 HOOLAKO STREET, LIHUE, HI 96766 USA
> Phone 808 2453673
> The contact is Rupert Nation, the Service Manager,

>

> I remember the Escape presentation about the purge valve/spider nest
> problems which caused stalls. I seem to remember some wiring
> (grounds?) problems. If you could contact me with things to check (a
> RCON will be available, send vrf & mcs), I'll try to fix the Escapes.
> Bugs and moisture & salt driven corrosion are available in Hawaii in
> spades. Summer is very humid.

>

> You can call me in Honolulu after noon EST @ 808 946-4792. I can also

>be reached on my cell phone @ 734 972-3724 (best time to call the cell
>is between 11:30 & 1pm EST). If a development processor, EDGEWIS, or
>other test equipment might be required; please ship overnight to the
>dealer. Sheila Ward and Dan Perlick have both worked with this dealer
>setting things up and are have shipped test equipment. They can help
>you with background info. Give me a call. Thanks,

>

>Bob Stelmaszczak,

>

>Given the growing "to do" list, I'll fly to Kauai on Monday and visit
>the dealer Monday and Tuesday. Will hope to return to Oahu on
>Wednesday. Our return flights are scheduled for Thursday afternoon.
>I'll contact you from Kauai to discuss progress and if the need to
>extent exists. Aloha,

>

>Joe Whitehead

>4.0L Ranger Calibration

>(313) 33-74063

>Email: JWHITEH4@FORD.COM

>

From: Visos, John (J.D.) [mailto:visos@vistcon.com]
Sent: Monday, July 08, 2002 5:50 PM
To: Visos, John (J.D.); 'Bogema, John (P.)'
Cc: 'Dalbo, Bob (R.J.); 'Fascetti, Bob (R.J.); 'Shelton, Randy (R.); 'Lewis, Dennis (D.J.); 'Fournelle, Gilbert (G.); 'Mandziuk, Roger (R.S.)'
Subject: X5_DOAV4 exp is ready for testing

X5_DOAV4 experimental is in VAX:: user\$14:[prelim_sw] directory.
Included
are changes you requested in e-mail below. I have stepped through code
on
computer simulator but have not tested in vehicle.

PGM_CR_PH_TM is eighths (0.125) of a second with range of zero to 8192
seconds...let me know if you want this limited to 40 seconds or some
other
top range. All new calibration parameters are listed below:

New (x5_doav4):
PGM_CR_PH_TM = 5 seconds
FN894_PGM(n_ratch - dsdrpm)

Previously new (x4_doav4):
PGM_PGM_ID_VS_MX = 10 mph (already coded, here for info only)
PGM_CR_TP_MN = 5.0 counts
PGM_CR_AM_MN = 1.0 lbm/min
PGM_CR_N_MN = 1200 rpm

I re-summarized the IACFF change per below to aid my coding efforts:

```
ELSE_IF ( (flg_dasmq == 1)
           and (pgm_running == 1)
           and (vsbar > PGM_ID_VS_MX) )
  THEN
    das_min_tmp = fox(&FN894_PGM, (n_ratch - dsdrpm));
    daspot = fmax(daspot_tmp, das_min_tmp);

ELSE_IF ( (flg_dasmq == 1)
           and (dndsups == 0) )
  THEN
    das_min_tmp = fox(&FN894, (n_ratch - dsdrpm)) * DPNEU_MUL;
    daspot = fmax(daspot_tmp, das_min_tmp);

ELSE_IF ( flg_dasmq == 1 )
  THEN
    das_min_tmp = fox(&FN894, (n_ratch - dsdrpm));
    daspot = fmax(daspot_tmp, das_min_tmp);
```

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

From: Visos, John (J.D.)
Sent: Monday, July 08, 2002 12:09 PM
To: 'Bogema, John (P.)'; Visos, John (J.D.)
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Shelton, Randy (R.); Lewis,

Dennis (D.J.); Fournelle, Gilbert (G.); Mandziuk, Roger (R.S.)
Subject: RE: Changes to x4_doav4

John...I have been on vacation since June 28th...I shall get this done
by
COB today...John

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

From: Bogema, John (P.) [mailto:jbogema@ford.com]
Sent: Wednesday, July 03, 2002 3:56 PM
To: 'JVISOS@VISTEON.COM'
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Shelton, Randy (R.); Lewis,
Dennis (D.J.); Fournelle, Gilbert (G.); Mandziuk, Roger (R.S.)
Subject: Changes to x4_doav4
Importance: High

John,

We need to add a couple more lines of logic into the code, the parameter
names aren't critical, just the function:

One change to add a new FN894 (FN894_PGM) that will allow for a higher
min
clip on dashpot in State 0 above 40MPH. Another is to allow the purge
monitor to run in state 0 to detect a gross leak even if the throttle is
stepped off of.

To allow the purge monitor to complete phase 0 testing in a cap-off
tip-out
situation,

```
IF ( ( pg_st = 0 ) ;purge monitor running
    and ( vabar > PGM_ID_VS_MX = 10 ) ;in cruise mode
    and ( tp_rel < PGM_CR_TP_MN = 5.0 ) ;and foot is not
on
throttle
    and ( am < PGM_CR_AM_MN = 1.0 ) ;and air mass is too low
    and ( n < PGM_CR_N_MN = 1200 ) ;and rpm dropping
*****
    and (pgm_phs_tmr > PGM_CR_PH_TMR);allow gross leak test to
run
even if tip-out occurs after a given period of time. Remember that the
pgm_phs_tmr counts down from 40 seconds to 0. so it needs to be a
greater
than condition.
*****
Then
    pgm_pg_on = 0 ;turn purge valve off
    pc_reset = 1 ;reset monitor
    pgm_st = 5 ;show monitor abort
    pgm_error = 5
End_if
```

To allow a new dashpot in the cruise test::
void dashpot_min_clip(void)

BEGIN_FUNC

/* BEGIN: dashpot_min_clip

```

*/
/*
Execute the following process only when called.
*/

IF (gr_cm == 3)
THEN
MAX_MULT3;
ELSE_IF (gr_cm == 2)
THEN
MAX_MULT2;
ELSE

END_IF

IF ( ( (INTSHP == 1)
AND (flg_dasmq == 1)
/* Airflow for declutch */

/* stall prevention reqd */
AND (TRLOAD > 3)
/* Auto trans */
AND (scp_sc_en == 0))
AND ( (pdl == 3)
/* Selector in 3 */
AND (gr_cm < 3) )
/* Commanded gear 1 or 2 */
OR ( (pdl == 4)
AND ( (gr_cm < 4)
OR ( (gr_cm == 4)
AND (GEAR4_EN == 1) ) ) ) ) ) ) )
THEN
fox(&FN898E,
(ints - dsdrpm) ) *
das_min_tmp =
das_max_mult;
daspot =

fmax(daspot_tmp,
das_min_tmp);

/* As minimum jerk airflow */

***** add new function FN894_PGM
here*****
***** Same size and inputs as FN894
*****
ELSE_IF ( (flg_dasmq==1)
AND (PGM_RUNNING ==1)
AND (VSBAR > PGM_ID_VS_MX))
das_min_tmp = fox(&FN894_PGM,
(n_ratch - dsdrpm))

daspot =

fmax(daspot_tmp,
das_min_tmp);

*****
****

```

```
ELSE_IF (      (flg_dasmnq == 1)
          AND   (dndsups == 0)      )
THEN
fox(&FN894,
(n_ratch - dsdrpm) *
                                das_min_tmp =
                                DPNEU_MUL;
                                daspot =
fmax(daspot_tmp,
das_min_tmp);
/* As minimum clip */
ELSE_IF      (flg_dasmnq == 1)
THEN
fox(&FN894,
(n_ratch - dsdrpm));
                                das_min_tmp =
                                daspot =
fmax(daspot_tmp,
das_min_tmp);
/* As minimum clip */
ELSE
                                daspot =
fmax(daspot_tmp,
0);      /* Clip to zero minimum */
END_IF
```

Unfortunately, I will be on vacation all next week, if you have questions contact Gilbert Fournelle or Randy Shelton.

Thanks for all of your help on this.

John P. Bogema
3.0L Escape Calibration Engineering
Phone:313.33.75133
Location:TEE 1AE22
Email:JBOGEMA@FORD.COM

From: Woodings, Andrew (A.T.)
Sent: Tuesday, July 09, 2002 12:07 PM
To: Fournelle, Gilbert (G.)
Subject: FW: FNLAMA1 validation question

Are you setting up tests at ATPL? Do you want me to do anything for them?

Andrew Woodings
Ford Motor Company
U204 3.0L Engine Calibration
awooding@ford.com
313-845-5153
TEE-1AE21

-----Original Message-----
From: Mandzuk, Roger (R.S.)
Sent: Tuesday, July 09, 2002 11:27 AM
To: Woodings, Andrew (A.T.)
Subject: RE: FNLAMA1 validation question

Andrew,
You'll probably need back to back tests (current vs. new PCOMP calibration) to show that the emissions and purge capability are not negatively affected.
Therefore, you will run both tests with saturated canisters and determine grams purged. (Weigh saturated canister before and then after the CVS test to get grams purged)

-----Original Message-----
From: Woodings, Andrew (A.T.)
Sent: Tuesday, July 09, 2002 6:49 AM
To: Mandzuk, Roger (R.S.)
Cc: Fournelle, Gilbert (G.)
Subject: FNLAMA1 validation question

Roger,
What do you recommend we do to validate our changes to FNLAMA1 for the 3.0L Escape stall issue? The vehicle validation guide says to do a CVS test and steady state points while acquiring A/F. Would this be the best test method for the changes we made? We would like to keep it as simple as possible.
Thanks

Andrew Woodings
Ford Motor Company
U204 3.0L Engine Calibration
awooding@ford.com
313-845-5153
TEE-1AE21

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

Bob/Laura,

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

Bob Dalbo

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

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

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

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

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

Bob

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

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

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

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

Laura Terzes

Manager, Outfitters Concerns
FCSD, Customer Service Engineering
PDC TVC 1JF58
(313) 32-38672 / fax (313) 24-88161 / lterzes.ford.com

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

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

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

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

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

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

- The AWS service history is attached; one visit on April 12th, 2002 to repair a rear wiper concern and perform old TSB for stalls/quit concern. << File: service history FedEx Escape.doc >>
- There is one CQIS report for VIN 1FMYU04162KB70832 that describes repair procedures, performance of SSM, guidance from hotline, and FSE TAR with latest information. << File: CQIS report FedEx Escape.doc >>

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

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

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

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

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

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

Laura Terzes

Manager, Customers Concerns
FCSD, Customer Service Engineering
POC TYC 1JF88
(313) 32-38572 / fax (313) 24-88181 / lterzes.ford.com

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

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

Paul, I have cc'd Laura Terzes on this note to solicit her support in repairing this unit. We will have to repair the unit, even if we buy it back. I would not do a refund, I would continue to do what the lemon law requires. I would rather talk about making a special consideration toward waiving some of the upgrade to an Explorer (send a note to Jim Glass jglass3 to request some consideration toward that 50% seems fair).

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

Laura, (HELP)!

Mike Steckler
Consumer Affairs Operations Manager
Ford Customer Service Division
RCB 8NE302
Phone (313) 390-4236 Fax (313) 845-5444
msteckl1@ford.com

—Original Message—

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

Mike, hello.

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

VEHICLE CONCERNS:

1FMYU04131KB41429: 2001 ESCAPE

This vehicle exhibited stalling concerns. This concern did not generate any condition codes and it's intermittency did not allow the dealership to duplicate the concern. The customer allowed us to attempt repair 5 times on this concern starting on 09/08/2001 at 6003 miles - 02/14/2002 at 11473 miles. Our FSE was involved with these repairs and verified that all technical information was provided and properly performed. We replaced the unit through RAV with a 2002 Escape.

1FMYU04152KB76832: 2002 ESCAPE

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

CUSTOMER INFORMATION:

Karra Seekey

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

REGIONAL INFORMATION:

My DOM, John Danluk (jdanlu1@ford.com) and I believe that the customer should be awarded a refund at this point. This vehicle does not meet Lemon Law requirements in the state of PA, so we can not provide a refund through the normal RAV procedure. Can we find approval to provide the customer with a refund in this case? Do you believe that a refund is appropriate in this case?

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

Thank you,

Paul S. Belote
CSM Market A2, Pittsburgh
Cell: 412-512-8457
Office : 412-928-2930
Fax : 724-457-3038

Rvw: Y File: _ Folder: 01013473 2 Images: 0 Print Smry/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMCUJ04172KA15148 Bld: 08/17/2001
Engine: 3.0L DUR Calb: 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: CCRG/EPRC: _ Rvw: Dc
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: Pepitone, Gil (J.)
Sent: Wednesday, July 10, 2002 10:35 AM
To: Johnson, Jim (J.S.); Fournelle, Gilbert (G.)
Cc: Martin, Mike (M.S.); DiAngelo, Ronaldo (R.); Altonian, Don (D.J.); Sanders, Muriel (M.S.); Pepitone, Gil (J.); Billocki, John (J.F.)
Subject: RE: Throttle Bodies

Hi Jim: I just received a call from SM Ms. Matto and Drive Tech Isaac Edward at Metro Motors in St. Croix.

Two of the four Units have had their TB replaced. The IAC DC had dropped considerably to about 29%. Please recall that I had replaced their IAC Vivs during my prior visit, as detailed below. The other two Units are scheduled later this week.

The one St. Thomas Unit TB has been shipped to the other Metro Motors.

Isaac mentioned that on one of the two Units he has just completed, that the EVAP purge cycle would now cycle MUCH faster.

Question: would increase TB airflow increase the EVAP cycle frequency?? I'm curious, and I owe an answer to Isaac. Pls advise.

As for the recommendation of a change of fuel to address the Mod Engine Temp HESITATION (not decell stalls) issue, I am to receive feedback from Ms. Matto.

Hi Gilbert: did you get a chance to look at the VDR data I sent you? The jury is still out if it's fuel or calibration for this new issue I found in the Islands.

Lastly: I THINK I caught a big Fish regarding the 2.0L Zetec in the Escape. I will detail in another note today/tomorrow. It involves the PCV system, TB airflows, lean DTC and idle quality concerns....the convo with Isaac made me realize a complex relationship which is costing the Company \$\$ and upsetting Owners. Stay tuned.

Thank you,
Gil Pepitone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-8989
Cell Phone 954-242-2066
"With Warranty you are Paying for the Sins of the Past"

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

From: Johnson, Jim (J.S.)
Sent: Friday, June 28, 2002 10:51 AM
To: Pepitone, Gil (J.)
Cc: Martin, Mike (M.S.); DiAngelo, Ronaldo (R.); Altonian, Don (D.J.); Sanders, Muriel (M.S.)
Subject: RE: Throttle Bodies

Handled, Don I will drop the extra off at your desk next week.

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

From: Pepitone, Gil (J.)
Sent: Friday, June 28, 2002 9:35 AM
To: Johnson, Jim (J.S.)
Cc: Pepitone, Gil (J.); Martin, Mike (M.S.); DiAngelo, Ronaldo (R.); Altonian, Don (D.J.); Sanders, Muriel (M.S.)
Subject: RE: Throttle Bodies
Importance: High

Hi Jim: I just got your recent note about you sending out six Throttle Bodies to St. Croix.

Pls hold the send if possible, for I wish to include the following VINs and specific mailing instructions. Also, pls only send five TBs. I suggested that they are tagged to insure four stay in St. Croix and only one goes to St. Thomas.

Please send attention Ms. Brunette Matto, Service Manager, at St. Croix Metro Motors. She will make sure it happens. Ricky, the Parts Manager is just as capable, but he would not necessarily be involved with the scheduling the return of the Units back to the Dealer, nor the actual installation of these TBs.

This first VIN is the Unit in ST. THOMAS Metro Motors:

1FMYU02142KB40441, 2490 MILES, As received it has a IAC DC of 45.5%. I personally installed a new IAC (As I did for all of them), but very oddly the IAC DC actually WENT UP to 47.85% under the same conditions. I think this TB is the most interesting of the bunch, since it's the lowest mileage Unit w/ high air flow.

The next four go on St. CROIX Metro Motor Units:

1FMYU041X1KC17227, 18,844 MILES. As received, 44.1% DC, replaced IAC, went down to 40.2%. Still slightly over spec.

1FMYU03162KA32210, 13,653 MILES, As received, 46.6%, went down to 40.3%.

1FMYU04161KF02460, 15,405 MILES, As received, 39%, stayed the SAME, 38%, after IAC installation. (Engineering wanted Units swapped above 38%).

1FMYU04132KA70783, 8813, MILES, As received 40.62%, stayed the SAME, 40%, after IAC installation.

Also, pls provide a direct shipping address for the return of these TBs back to Engineering, and not to me. They may think that they should be sent to me, as I had already provided my home address before I left.

Make sure that the return address is provided for BOTH Metro Motor locations for the TWO Islands. This would prevent a delay from St. Thomas, who may assume to return their lone TB to St. Croix, rather back directly to the States.

Thank you
Gil Peppone
Powertrain Field Quality Specialist-"PFQS" In
South Florida
Office/Answering Machine: 954-753-9989
Cell Phone 954-242-2068
"With Warranty you are Paying for the Sins of the Past"

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

From: Johnson, Jim (J.S.)
Sent: Thursday, June 27, 2002 3:39 PM
To: Peppone, Gil (L.)
Subject: Throttle Bodies

Gil, Don Altoonian is going to provide me with five Throttle Bodies, please advise the vin numbers of the units you want them changed on. I will ship them to the dealer tomorrow.

From: Fournelle, Gilbert (G.)
Sent: Thursday, July 11, 2002 10:31 AM
To: Rothweiler, Daniel (D.)
Subject: RE: Tribute PCM

The PCM has a 2003 calibration in it, which we intend to release with for a MAZDA tribute. There are no hardware changes between the 2002 and 2003 vehicles, so it should be fine.

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

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Thursday, July 11, 2002 10:29 AM
To: 'Fournelle, Gilbert (G.)'
Subject: RE: Tribute PCM

Gilbert, I am doing the install on that PCM tomorrow. 1 question. Is the PCM the one for the HQ** tear tag? I believe this truck is as it was built around 5/02. Just want to make sure.

Thanks,

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Fournelle, Gilbert (G.) [mailto:gfournel@ford.com]
Sent: Tuesday, July 02, 2002 11:39 AM
To: Rothweiler, Daniel (D.)
Subject: RE: Tribute PCM

Dan,

It will probably be until -8/01/02 possibly 7/25/02 until the calibration is available for service.

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)

Phone: (313)3904968 Fax: (313)3231786

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Tuesday, July 02, 2002 9:42 AM
To: 'Fournelle, Gilbert (G.)'
Subject: RE: Tribute PCM

Gilbert, So I guess the initial validation worked ok? Good luck with the final validation. I have my fingers crossed. The vehicle has the 15 inch rims so set it up for that. 1 more question for you. Can you estimate a date on the release of this software for me? I have 1 vehicle with 4 repairs already that is confined at the dealer after having the entire TSB and ISM performed. The customer says he'll take the vehicle back if we actually find something wrong with it. So far nothing though. I'm thinking I'll keep it in the store and wait, but that largely depends on how much more time before this software release. Can you advise?

Thanks again,

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Fournelle, Gilbert (G.) [mailto:gfournel@ford.com]
Sent: Tuesday, July 02, 2002 7:03 AM
To: Rothweiler, Daniel (D.)
Subject: RE: Tribute PCM

Dan,

We had some issues with the experimental strategy, i.e. the first two versions did not work as advertised. Today we need to do the final validation, so I should be able to ship out a module tomorrow morning. I will send a module which will not set a code for a blank VID block. You will have to have both keys when you install it, just like with a production module. Do you know what tire size the vehicle has (15" or 16"), if not I will flash it with the default 16" values. This info is normally in the VID block, but I can but it in the calibration. I will ship the module to the address you previously provided:

Dan Rothweiler
MNAO Northeast Region
200 Cottontail Lane
Somerset, N.J. 08873

Regards,

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

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Monday, July 01, 2002 3:59 PM
To: 'Gilbert Fournelle'
Subject: Tribute PCM

Gilbert, Hi, How are you? I was just wondering when I should expect that PCM to arrive? Can you let me know? I really appreciate your assistance.

Thanks.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

From: Sloan, Burt (B.E.)
Sent: Thursday, July 11, 2002 2:22 PM
To: Adams, Kerry (K.N.); Bogema, John (P.); Boyk, Greg (G.J.); Coffey, Dan (D.C.); Crowley, Pat (P.J.); Dakhallah, Hassan (H.A.); Dalbo, Bob (R.J.); Delaroderie, Jim (J.A.); Dennis, Matt (M.A.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Gavner, Larry (L.J.); Gibeon, Patrick (P.W.); Hansen, George (G.C.); Hille, Kevin (K.T.); Kieftzowski, Mark (M.D.); King, Brian (B.M.); Kosko, Jeff (J.R.); Lawfe, Marvin (M.A.); Lirmatta, Gary (G.D.); Liler, David (D.J.); Mandziuk, Roger (R.S.); Malkovich, Dale (D.M.); Mazzella, Gary (G.R.); McIntee, Brian (B.E.); Newman, Chris (C.W.); Perlick, Don (D.A.); Putney, Bill (W.); Sabin, Scott (S.M.); Scott, Damon (D.A.); Squires, Mark (D.M.); Turner, Donald (D.A.); Ward, Sheila (S.A.); Wettach, Bill (B.); Whitehead, Joe (J.P.); Young, Dan (D.G.)
Cc: Klarr, Jerry (G.T.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.); Van Wimersma, John (J.R.)
Subject: Outfitters & Ranger Engine Hesitatory/Surge, Stall, and No Start Affinity Team Meetings

**Outfitters & Ranger Affinity Team
Drivability
July 17, 2002
8:00 am to 9:30 am
TEE - Conference Rm 1**

Call In Phone Number: 9-1-877-877-7126
Participant Code: 6341969 #

July 17, 2002 Meeting Agenda:

- | | |
|--|--|
| 1) UP207 2002.5 Engine Stalls
File comparison between UP207 & U152
Status of VDR File
Discussion of Hawaii Vehicle fix | Sheila Ward |
| 2) UP207 PS Switch Testing Status | Sheila Ward |
| 3) UP207 MAFs Discussion
Review MAFs warranty Charts
Part Return Status
Identify a Vehicle with the MAFs Issue | Burt Sloan
Kerry Adams
Kerry Adams |
| 4) U152 Stalls DOE
Report on follow up DOE preparations
Follow up on testing fuel pumps | Scott Sabin |
| 5) Throttle Body
Report on EPA agreement
Report on Timing on implementing a locked down T-Body
Report on agreement of Throttle Body Diagnostic and Service procedures | John Hedges |
| 6) No Start PCM & Sigma Project status | Pat Gibeon |

7) IAC

IAC Mis Diagnostic Procedures High Transient Idle at start up
IAC Diagnostic Procedures, Vacuum Leak Mis-dlag
IAC Returned Parts Analysis

Jim Delaroderie

8) Engine Stalls Health Chart

Review populated Health Chart and discuss next steps

Team

July 10, 2002 Agreements and Assignments:

1) UP207 2002.5 Engine Stalls emerging issue discussion

Agreement to compare UP207 & U152 Calibrations

A Stall in Hawaii was captured by a flight recorder, this recorder is being shipped back for analysis

Joe Whitehead has been able to turn the stall on or off

3) No Start Non PCM PATs Investigation Status

Kevin Hille reported 11 parts returned, 9 TNI, 1 Debris on board from MFG, 1 Capacitor failed

The 9 TNI's will be put on trucks by Kevin Hille

4) Ranger PS Switch Testing Status on UP 207

Testing will begin this week

From: Suarez, Rhae (R.)
Sent: Wednesday, July 03, 2002 9:21 AM
To: Altoonian, Don (D.J.); Fournelle, Gilbert (G.)
Co: Packer, Ernest (E.G.); Corbett, Sandra (S.M.)
Subject: RE: Escape Stalling

Thanks Don. I tried Ernie's cell phone but he is on vacation too. I keep missing the Dealer. We've exchanged phone messages a few time now.

See-ya when you get back.

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

From: Altoonian, Don (D.J.)
Sent: Wednesday, July 03, 2002 9:11 AM
To: Fournelle, Gilbert (G.)
Cc: Packer, Ernest (E.G.); Corbett, Sandra (S.M.); Suarez, Rhae (R.)
Subject: RE: Escape Stalling

Gilbert, I know Ernie pretty well, I will contact him on Monday ,and if you want I will call the dealer on Friday ,and get more info on what he has done. I am on vacation till Monday.

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

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

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

I would like to see the following PIDS:

RPM
IAC
MAF
TP
LOAD
VSS
EGRVR
SPARKADV
EVAPVM
FLI
FUELPW1
FUELPW2
FTP
O2S11
O2S21
longft1
longft2
shrtft1
shrtft2

EGRVR
B+

Sincerely,

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

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

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

Team,

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

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

Thanks,

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / 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

Rpt#: 2FQR6003 NHL Rpt: 06/17/2002 Odcm:
3,774 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp
Detail (P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMCU04122KB77107 Bld:
01/12/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L
A/C: YES
Dealer Id: 00012 Kip Killmon's Tysons Ford Ph#: (703) 448-0100

State: Virginia City: Vienna Orig/Caller: SHANN KRAMER

Symptom: 5 07 0 00 DRVABL, STALL/QUITS, OTHER-CODE NA, OTHER-CODE NA

Addl Sym: INT. STALLING, NO CODES St: CCRG/EPRC: _ Rvw'd: Dt:

Fix: Caus. Comp: -- Condition

Code:

Hotliner: JCRUZ25 Phone: 313 248-8201 Regn Cd: 27 Washington - 27

Engineering: Phone: TAR:

Dlr Contact: Phone: Title

Cde: T

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

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

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

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

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

From: Steckler, Mike (C.M.)

Sent: Monday, July 01, 2002 5:11 PM

To: Conroy, Don (D.C.)

Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Suarez, Rhae (R.)

Subject: RE: Escape Stalling

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

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

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

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

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

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

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

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

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

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

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

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

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

Mike,

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

Here's the latest 3 time loser:

James Dutton
1571 Brookshire Ct
Reston, Va. 20190

1FMCU04122KB77107

Repairs:

5/25/02 423 miles
6/17/02 3744 miles
6/26/02 4211 miles

All of these have been unduplicated attempts to address the symptom with repairs either suggested by SSM or the hotline.

This one qualifies for Lemon Law. Pass it on that we need some real fix to keep these on the road. You should see the panic in the customer's face when they come in after their car stalls out. This is getting ugly.

Fire them up!

Rod Gautier
Fixed Operations Manager
Kip Killmon's Tysons Ford

From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 7:05 AM
To: Bogema, John (P.)
Subject: FW: 2001 escape stall

lyl

Gilbert Fournelle

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

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

From: Suarez, Rhee (R.)
Sent: Tuesday, July 02, 2002 12:58 PM
To: Fournelle, Gilbert (G.); Sanders, Muriel (M.S.); Delbo, Bob (R.L.); Altonian, Don (D.L.); Corbett, Sandra (S.M.); Price, Martin (M.)
Cc: Montgen, Keith (K.)
Subject: FW: 2001 escape stall

Here is some stall info from our Hotline (see CQIS and email). If you have any questions please contact Keith or myself.

Thanks,

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: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

Rpt#: 2GBC2003 NHLE Rpt: 07/02/2002 Odom: 24,808 M
Rvwrd: File: _ Folder: _____ Images: 0 Print Stry/Disp Detail(P/D): _
Vehicle: 2001 ESCAPE 4X4,XLT ,WAGON 1FMCU04161KD85053 Bld: 06/08/2000
Engine: 3.0L DUR Calb: 0M11A30A Trans: CD4E E A/c: YES
Dealer Id: 07766 Marty Franich Ford Lincoln-Mer Ph#: (831) 722-4181
State: California City: Watsonville Orig/Caller: DAVID SALIVA
Symptom: 6 07 7 93 DRVABL,STALL/QUITS,DECELERATION,ALL ENGINE TEMP
Addl Sym: INTERMITTENT STALL VMV 73% St: OCRG/EPRC: _ Rvwrd: Dt:
Fbx: Caus. Comp: - Condition Code:
Hotliner: JOWENS28 Phone: 313 317-4276 Regn Cd: 72 San Francisco - 72
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR TECH STATES THE CUSTOMER IS IN FOR THE 3RD TIME AND HAS A STALL ON
DECELERATION. TECH STATES HE FOLLOWED TSB 02-11-06. TECH STATES HE DID
VERIFY THE CONCERN. TECH STATES HE DIDN'T LOOSE THE RPM PID. TECH
STATES THE ENGINE STALLED ON DECELERATION WHEN THE VMV REACHED 73%.
TECH STATES THE EVAP LINES ARE CLEAR. SEEKING ADVICE
RECOMM ISM 02-06-025 VERIFY TSB 02-11-06 HAS BEEN PERFORMED, OK PCM HARNESS
TSB 02-11-06 PERFORM NORMAL DIAG, RE-FLASH THE (PCM)
ADVISE TECH OF THE LISTED TSB AND ISM. ADVISE TECH SINCE THE VEHICLE
STALLED WHEN THE VMV WAS AT 73% AND THE LINES ARE CLEAN, INSPECT THE

CANISTER FOR RAW FUEL. IF THE CANISTER IS FINE, REPLACE THE VMV AND RETEST.

REPAIR 07/02/2002 10:46AM KEITH MENTGEN MSS - FCSD - TECH SVC HOTLINE
TECH STATES HE IS ABLE TO VERIFY THE CONCERN ON DECELERATION ON A SLIGHT GRADE, ABOUT 1/4 TO 1/2 MILE LONG. TECH STATES HE MADE RECORDS AND NOTED THAT THE RPM WILL DROP DOWN TO 172 AND AT THAT TIME THE IAC IS ONLY 21.87%, 40 MPH, .87 VOLTS STEADY T.P. TECH STATES HE DID FIND THAT THIS LAST TIME CONCERN WAS PRESENT THE VMV WAS NOT ON, PID SHOWS 0.0%.

RECOMM ADVISED TECH THE PCM SHOULD TRY TO RESPOND FOR THE LOW RPM BY INCREASING THE IAC% BUT THIS IS NOT HAPPENING, INDICATION THE PCM IS POSSIBLY RESPONSABLE FOR THE CONCERN, ADVISED TECH I WOULD TRY OUT MORE INFORMATION AND CONTACT BACK AT 831-722-4181

—Original Message—

From: Mentgen, Keith (K.)
Sent: Tuesday, July 02, 2002 11:24 AM
To: Suarez, Rhas (R.)
Cc: Harper, Timothy (T.F.)
Subject: 2001 escape stall

Hello Rhas,

I just got a call back on a 2001 Escape with a stall on deceleration that the dealer is able to verify. The dealer made a recording of the event and found on the deceleration the RPM is dropping down to 180 rpms and the IAC is only at 21.78% and not going up, which indicates to me the PCM is not even trying to respond to the stall event. Other pids showed mph 40, and throttle position was .87 volts and steady during the event. I also verified the latest calibration and the PCM part number is 1U7A-AXB. The TSB has been performed and the IAC is 37% at idle, hot engine. The CQIS report number is 2GBC2003.

I remember a few months ago you were investigating this concern, if you have any more information that might apply please let me know.

Thanks

Keith Mentgen
Service Engineer 343
Ford Technical Hotline
kMentgen@ford.com
313-317-7049

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

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

I would like to see the following PIDS:

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

Sincerely,

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

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

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

Team,

Here is the newest stall vehicle. From the email below you can read that

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

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

Thanks,

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / 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

Rpt#: 2FQK6003 NHL Rpt: 06/17/2002 Odom:
3,774 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Sky/Disp
Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMCU04122KB77107 Bld:
01/12/2002
Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3800F2.73L
A/C: YES
Dealer Id: 00012 Kip Killmon's Tysons Ford Ph#: (703) 448-0100
State: Virginia City: Vienna Orig/Caller: SHAWN KRAMER
Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT. STALLING, NO CODES St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Caus. Comp: -- Condition
Code:
Hotliner: JCRUZ25 Phone: 313 248-8201 Regn Cd: 27 Washington - 27
Engineering: Phone: TAR:
Dir Contact: Phone: Title
Cde: T
REPAIR TECH STATES VEHICLE HAS AN INT. STALLING CONCERN. STATES THAT
IT
HAPPENED ON A DECEL. STATES HE HAS PERFORMED TSB 02-11-6 TO NO
AVAIL.
TECH STATES THE STALLING IS VERY INTERMITTENT, HE CANNOT VERIFY
AND
NO OTHER DRIVEABILITY CONCERNS, STATES HE MADE SURE IT HAS
LATEST
CALIBRATION. CALLING FOR KNOWNS.

RECOMM ISM 02-05-043 VEH STALL APT TSB 02-08-06, R&R MAP, CK DPFE, CK G300,

ADV. TECH OF ISM INFO. ADV. OF NO OTHER KNOWNS AT THIS TIME.
CONSULTED
SME MPRICE.

REPAIR 07/01/2002 11:07AM MICHAEL SCHMILLE MSS - FCSD - TECH SVC
HOTLINE
CAN
TOP
TECH IS CALLING BACK ON THE SAME CONCERN. TECH STATES THAT HE
VERIFY THE CONCERN. THE VEHICLE STALLS ON A AFTER GETTING TO A
OF A HILL ON A DECELL. TECH STATES THE IAC IS 37%, TECH HAS
2L8A-AD IN THE PCM AND WANTED TO VERIFY THAT HE HAS THE LATEST
CALIBRATION. TECH IS CALLING FOR FURTHER SUGGESTIONS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mike,

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1571 Brookshire Ct
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1FMCU04122KB77107

Repairs:

5/25/02 423 miles
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All of these have been unduplicated attempts to address the symptom with repairs either suggested by SSM or the hotline.

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Fire them up!

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Fixed Operations Manager
Kip Killmon's Tysons Ford

From: Altoonian, Don (D.J.)
Sent: Wednesday, July 03, 2002 9:11 AM
To: Fournelle, Gilbert (G.)
Cc: Packer, Ernest (E.G.); Corbett, Sandra (S.M.); Suarez, Rhae (R.)
Subject: RE: Escape Stalling

Gilbert, I know Ernie pretty well, I will contact him on Monday ,and if you want I will call the dealer on Friday ,and get more info on what he has done. I am on vacation till Monday.

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

From: Fournelle, Gilbert (G.)
Sent: Wednesday, July 03, 2002 7:28 AM
To: Suarez, Rhae (R.); Altoonian, Don (D.J.); Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Price, Martin (M.)
Cc: Fast, Mathew (M.F.); Terzes, Laura (L.D.); Packer, Ernest (E.G.); Steckler, Mike (C.M.); Conroy, Don (D.C.)
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LOAD
VSS
BGRVR
SPARKADV
EVAPVM
FLI
FUELPW1
FUELPW2
FTP
O2S11
O2S21
longft1
longft2
shrtft1
shrtft2
BGRVR
B+

Sincerely,

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

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Fax: 313-33-78337
Email: rsuarez8@ford.com

Rpt#: 2FQK6003 NHL Rpt: 06/17/2002 Odom: 3,774 M
Rvwd: Y File: _ Folder: _____ Images: 0 Print Smy/Disp
Detail(P/D): _
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Engine: 3.0L DUR Calb: 2M11A30A Trans: CD4E E Axle: 3B00F2.73L
A/C: YES
Dealer Id: 00012 Kip Killmon's Tysons Ford Ph#: (703) 448-0100
State: Virginia City: Vienna Orig/Caller: SHAWN KRAMER
Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
Addl Sym: INT. STALLING, NO CODES St: CCRG/EPRC: _ Rvwd: Dt: .
Fix: Caus. Comp: -- Condition
Code:
Hotliner: JCRUZ25 Phone: 313 248-8201 Regn Cd: 27 Washington - 27
Engineering: Phone: TAR:
Dlr Contact: Phone: Title

Cde: T
REPAIR IT
AVAIL.
AND
LATEST
RECOMM G300,
CONSULTED
REPAIR HOTLINE
CAN
TOP
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AND
TO

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

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Ford Customer Service Division
RCB 3NE202
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Ford Customer Service Division
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Fire them up!

Rod Gautier
Fixed Operations Manager
Kip Killman's Tysons Ford

From: Fournelle, Gilbert (G.)
Sent: Tuesday, July 02, 2002 1:17 PM
To: Woodings, Andrew (A.T.)
Subject: FW: Tribute PCM

Gilbert Fournelle
V6 U204 Calibration Engineering
1AR27 Truck Engine Engineering (TEE)
Phone: (313)3904968 Fax: (313)3231786

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Tuesday, July 02, 2002 9:42 AM
To: 'Fournelle, Gilbert (G.)'
Subject: RE: Tribute PCM

Gilbert, So I guess the initial validation worked ok? Good luck with the final validation. I have my fingers crossed. The vehicle has the 16 inch rims so set it up for that. 1 more question for you. Can you estimate a date on the release of this software for me? I have 1 vehicle with 4 repairs already that is confined at the dealer after having the entire TSB and ISM performed. The customer says he'll take the vehicle back if we actually find something wrong with it. So far nothing though. I'm thinking I'll keep it in the store and wait, but that largely depends on how much more time before this software release. Can you advise?

Thanks again,

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Fournelle, Gilbert (G.) [mailto:gfournel@ford.com]
Sent: Tuesday, July 02, 2002 7:03 AM
To: Rothweiler, Daniel (D.)
Subject: RE: Tribute PCM

Dan,

We had some issues with the experimental strategy, i.e. the first two

versions did not work as advertised. Today we need to do the final validation, so I should be able to ship out a module tomorrow morning. I will send a module which will not set a code for a blank VID block. You will have to have both keys when you install it, just like with a production module. Do you know what tire size the vehicle has (15" or 16"), if not I will flash it with the default 16" values. This info is normally in the VID block, but I can put it in the calibration. I will ship the module to the address you previously provided:

Dan Rothweiler
MNAO Northeast Region
200 Cottontail Lane
Somerset, N.J. 08873

Regards,

Gilbert Fournelle
V6 U204 Calibration Engineering
1A827 Truck Engine Engineering (TEE)
Phone: (313)3904968 Fax: (313)3231786

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Monday, July 01, 2002 3:59 PM
To: 'Gilbert Fournelle'
Subject: Tribute PCM

Gilbert, Hi, How are you? I was just wondering when I should expect that PCM to arrive? Can you let me know? I really appreciate your assistance.

Thanks.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

From: Hansen, George (G.C.)
Sent: Tuesday, July 02, 2002 12:57 PM
To: Faccetti, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: Stalls PowerPoint

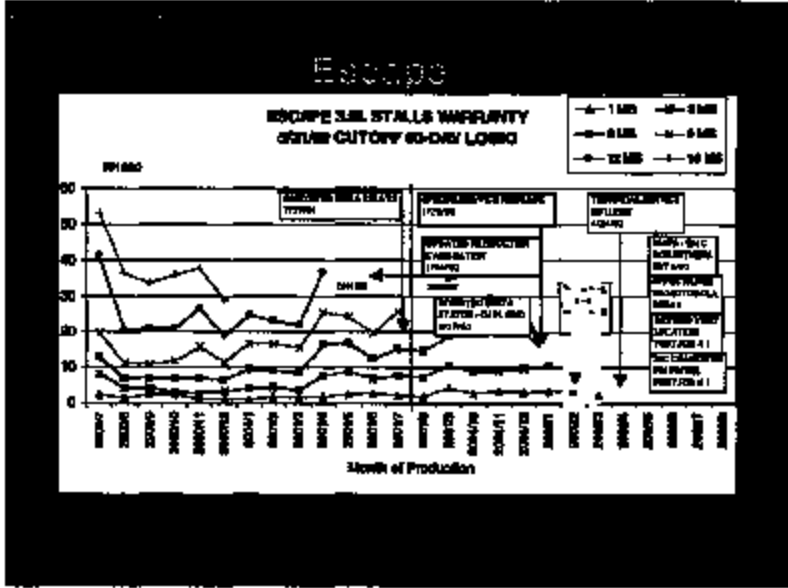
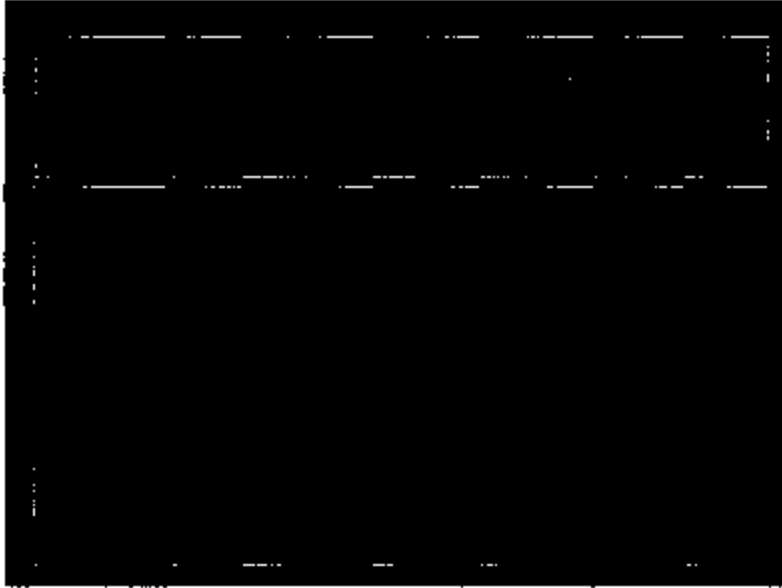
Here is the updated powerpoint presentation. I put the latest data in the Stack Chart and made the changes to the Pie Chart.

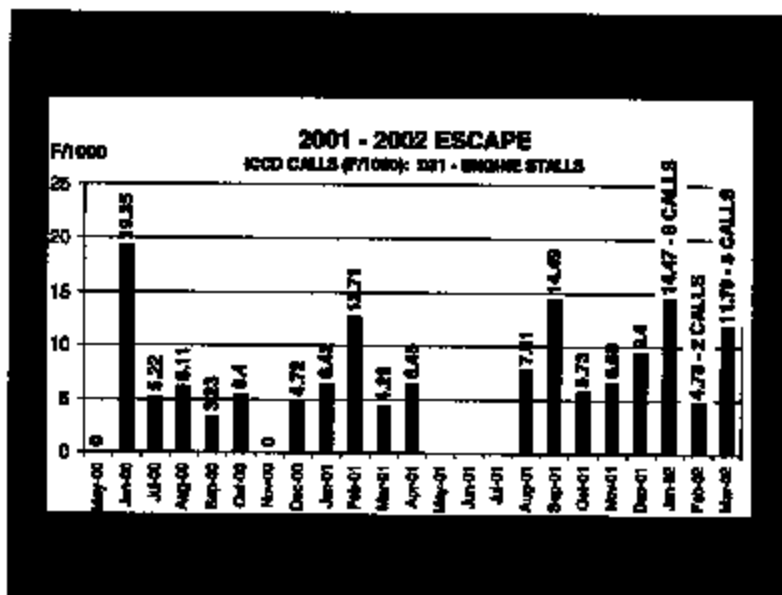
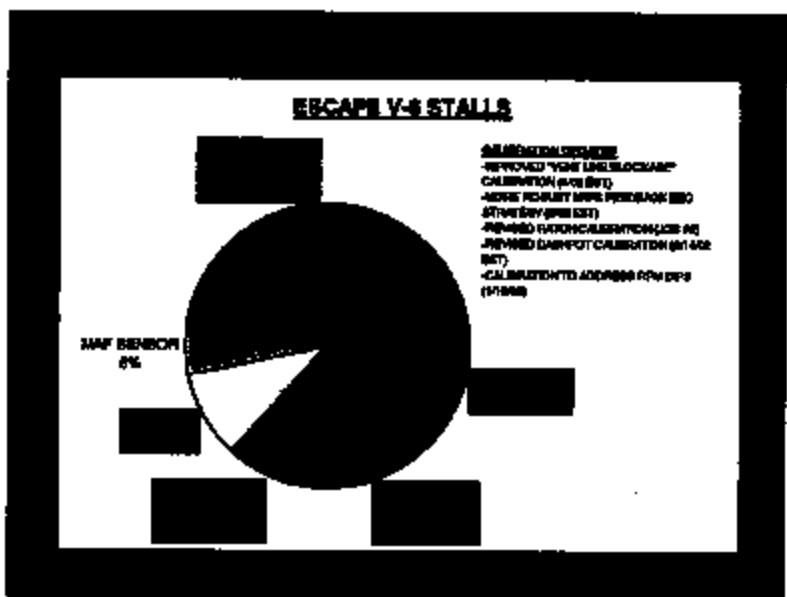


Stalls Top 6.ppt

--

George Hansen
Escape, PTQRT
2H-D63, PDC
(313) 84-51800
ghansen4





From: Fournelle, Gilbert (G.)
Sent: Tuesday, July 02, 2002 11:39 AM
To: Rothweiler, Daniel (D.)
Subject: RE: Tribute PCM

Dan,

It will probably be until ~8/01/02 possibly 7/25/02 until the calibration is available for service.

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

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Tuesday, July 02, 2002 9:42 AM
To: 'Fournelle, Gilbert (G.)'
Subject: RE: Tribute PCM

Gilbert, So I guess the initial validation worked ok? Good luck with the final validation. I have my fingers crossed. The vehicle has the 15 inch rims so set it up for that. 1 more question for you. Can you estimate a date on the release of this software for me? I have 1 vehicle with 4 repairs already that is confined at the dealer after having the entire TSB and ISM performed. The customer says he'll take the vehicle back if we actually find something wrong with it. So far nothing though. I'm thinking I'll keep it in the store and wait, but that largely depends on how much more time before this software release. Can you advise?

Thanks again,

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Fournelle, Gilbert (G.) [mailto:gfournel@ford.com]
Sent: Tuesday, July 02, 2002 7:03 AM
To: Rothweiler, Daniel (D.)
Subject: RE: Tribute PCM

Dan,

We had some issues with the experimental strategy, i.e. the first two versions did not work as advertised. Today we need to do the final validation, so I should be able to ship out a module tomorrow morning. I will send a module which will not set a code for a blank VID block. You will have to have both keys when you install it, just like with a production module. Do you know what tire size the vehicle has (15" or 16"), if not I will flash it with the default 16" values. This info is normally in the VID block, but I can put it in the calibration. I will ship the module to the address you previously provided:

Dan Rothweiler
MNAO Northeast Region
200 Cottontail Lane
Somerset, N.J. 08873

Regards,

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

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Monday, July 01, 2002 3:59 PM
To: 'Gilbert Fournelle'
Subject: Tribute PCM

Gilbert, Hi, How are you? I was just wondering when I should expect that PCM to arrive? Can you let me know? I really appreciate your assistance.

Thanks.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

From: Fournelle, Gilbert (G.)
Sent: Tuesday, July 02, 2002 7:03 AM
To: Rothweiler, Daniel (D.)
Subject: RE: Tribute PCM

Dan,

We had some issues with the experimental strategy, i.e. the first two versions did not work as advertised. Today we need to do the final validation, so I should be able to ship out a module tomorrow morning. I will send a module which will not set a code for a blank VID block. You will have to have both keys when you install it, just like with a production module.

Do you know what tire size the vehicle has (15" or 16"), if not I will flash it with the default 16" values. This info is normally in the VID block, but I can put it in the calibration. I will ship the module to the address you previously provided:

Dan Rothweiler
MNAO Northeast Region
200 Cottontail Lane
Somerset, N.J. 08873

Regards,

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

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Monday, July 01, 2002 3:59 PM
To: 'Gilbert Fournelle'
Subject: Tribute PCM

Gilbert, Hi, How are you? I was just wondering when I should expect that PCM to arrive? Can you let me know? I really appreciate your assistance.

Thanks.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

From: Peppone, Gil (J.)
Sent: Monday, July 01, 2002 2:32 PM
To: Jensen, Ted (T.E.)
Cc: Johnson, Jim (J.S.); Billicki, John (J.R.); Corbett, Sandra (S.M.); Altoonian, Don (D.J.); Aynesseezian, Kam (K.); Bauer, Scott (S.C.); Bhojwani, Karnal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Goldhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); Modonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Koeko, Jeff (J.R.); Kwon, Soon (S.K.); Lintisco, Steven (S.); Linda, Peter (P.A.); Liu, Jane (J.); Mandzjak, Roger (R.S.); Marck, Edmond (E.C.); Matasa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morahima, Shigeki (S.); Nematollahi, Sonya (S.); Noteboom, Jim (J.E.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepeu, Aiden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shirahishi, Masaru (M.); Stilpenbauer, Jeffrey (J.R.); Suarez, Rhee (R.); Takesawa, Keith (K.D.); Takubo, Hiroichi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wetzach, Bill (B.); Williams, Lee (LHW.); Young, Lom (.); Benintanda, Robert (R.F.); Goering, Kimberly (K.L.); Suarez, Rhee (R.); Terzes, 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.); Terzes, Laura (L.D.); Benintanda, Robert (R.F.); Wexler, Mark (M.A.); Amely, Felix (F.A.); Peppone, Gil (J.); DiAngelo, Renaldo (R.); Peppone, Gil (J.); DiAngelo, Renaldo (R.)
Subject: RE: PFQS's Investigation Results of Virgin Islands Escape Driveability Concerns

Hi Ted: I took the liberty of sharing my reply with all those previously cc'ed. This may influence the decision makers for the release for an Info Only Oasis Message, advising certain Markets {Caribbean, others??} to check for dirty fuel.

To answer your question : "During your visit did you visit any other OEM dealers?"
Answer; yes.
I took samples on two islands, St. Thomas and St. Croix. The majority had dirty fuel.

As for your statement: "General fuel quality could be improved by a group effort through local governmental units and business groups."
I could not agree more. If the Dealerships receive an Oasis Message, this would lend weight to push for change, not to mention the happy customers and lower Warranty numbers.

Your other statement: "I would be very surprised if this were a Ford only issue."
Again, I agree. This is NOT a Ford Only Concern, since my samples were random.
Also note this quote from one Tech named "Yantis" at St. Thomas Metro Motors: "Gas is terrible on this island".

Here's a proposed Oasis Message. Maybe you can assist me in getting some version of it generated??

Info Only Oasis Message XXX: All vehicle lines, engines. Driveability Concerns may be due to dirty fuel. Check for contamination by removing the fuel filter and blowing backwards to flow into a container, using shop air. Advise Owner to change fuel filling locations] as required. If filter is found restricted, replace. This is not a Warranty chargeable item, due to Owner choice of fuel usage.

This is just a framework. I am open to suggestions and improvements. Please advise. This includes those cc'ed.

Thank you,
Gil Peppone
Powertrain Field Quality Specialist-"PFQS" In

South Florida
Office/Answering Machine: 954-753-9989
Cell Phone 954-242-2066
"With Warranty you are Paying for the Sins of the Past"

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

From: Jensen, Ted (T.E.)
Sent: Monday, July 01, 2002 8:50 AM
To: Peppone, Gil (J.)
Subject: RE: PFQS's Investigation Results of Virgin Islands Escape Drivesability Concerns

Gil,

Fuel quality should be a common factor for all OEMs. During your visit did you visit any other OEM dealers? It would be very helpful to know the experience of others. General fuel quality could be improved by a group effort through local governmental units and business groups. I would be very surprised if this were a Ford only issue.

Ted

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

From: Peppone, Gil (J.)
Sent: Thursday, June 27, 2002 2:11 AM
To: Johnson, Jim (J.S.); Bilick, John (J.R.); Corbett, Sandra (S.M.); Alkonien, Don (D.J.); Aynessazan, Kam (K.); Bauer, Scott (S.C.); Bhajwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Mu (M.N.); Chin, Darrat (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diez, Timothy (T.P.); Facetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hoffman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jyunichiro (J.); Jensen, Ted (T.E.); McDonald II, John (J.M.); Jordan, Donald (D.E.); King, Robert (R.F.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Lintaco, Steven (S.); Linda, Peter (P.A.); Liu, Jane (J.); Mandzlik, Roger (R.S.); Marck, Edmond (E.C.); Matasa, John (J.); Nguyen, James (J.B.); Mizzilli, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tomiko (T.T.); Morishima, Shigeki (S.); Namatollahi, Sorya (S.); Notsboom, Jim (J.E.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepen, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shirahshi, Masaru (M.); Stigenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veenstra, Tim (T.W.); Wakonell, Ray (R.A.); Weltach, Bill (B.); Williams, Les (L.H.W.); Young, Lem (L.); Beninbende, Robert (R.F.); Goering, Kimberly (K.L.); Suarez, Rhae (R.); Terzas, Laura (L.D.); Martin, Mike (M.S.); Weder, Mark (M.A.); Amely, Felix (F.A.); Bradley, Joe (J.C.); Linda, Peter (P.A.); Goering, Kimberly (K.L.); Terzas, Laura (L.D.); Beninbende, Robert (R.F.); Weder, Mark (M.A.); Amely, Felix (F.A.)
Cc: Peppone, Gil (J.); DiAngelo, Renaldo (R.); Berenter, Joel (J.R.)
Subject: PFQS's Investigation Results of Virgin Islands Escape Drivesability Concerns
Importance: High

Good evening everyone:

Here's my report on my trip.

<< File: Results of Virgin Island Escape Decel Stalls investigation.doc >>

I will be calling in on the Conference all at 2pm today.

Call-In Info: 1-877-870-3529 or Ford net 9-1-954-1144
International Participants: 1-630-693-1704
Passcode: 7673538, then hit #

I thank the Team for all their assistance.

Gil Peppone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-9989
Cell Phone 954-242-2066
"With Warranty you are Paying for the Sins of the Past"

From: Fournelle, Gilbert (G.)
Sent: Monday, July 01, 2002 7:31 AM
To: Lintiac, Steven (S.)
Subject: RE: PCM Update for RFI

Steve,

The new PCM with the updated capacitor is not a requirement for any model other than MPC-160 replacement. It is however recommended if stalls occur in identical locations (similar to the recommendation for the MAF sensor).

Gilbert Fournelle
V6 U204 Calibration Engineering
IAE27 Truck Engine Engineering (TEE)
Phone: (313)3904968 Fax: (313)3231786

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

From: Steven Lintiac [mailto:SLintiac@mazdausa.com]
Sent: Thursday, June 27, 2002 6:10 PM
To: 'gfournel@ford.com'
Subject: PCM Update for RFI

Gilbert

Thanks for clearing up my confusion about the IAC valve in today's meeting. I want to double check, too, if the PCM (with RFI insulated capacitor) will be a required part for any model year being reflashed? Or, is this only for the MPC-160 equipped vehicles?

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

From: Suarez, Rhoe (R.)
Sent: Friday, June 28, 2002 2:40 PM
To: Sanders, Muriel (M.S.); Fournelle, Gilbert (G.); Dalbo, Bob (F.L.J.); Altoonian, Don (D.J.)
Subject: FW:

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

From: Price, Martin (M.)
Sent: Friday, June 28, 2002 2:38 PM
To: Suarez, Rhoe (R.)
Subject:

I thought this was interesting about the throttle body and IAC.

CSQI105 CQIS Indicator Summary Entry 06/28/02 14:38:20 Call#: 002

⇒
Caller Name: BILL MULVILLE (T) Report#: 2EXHO003 NHL
Call Type (G/N/C): C Print Rpt(S/D): _ Ctl #: Date: 06/28/2002
Dealer ID: 01471 Springfield Ford, Inc. Phone: (610) 544-0700
OASIS YES Contacted Oasis History: _ Grid: _ _
Symptom: 8 07 8 00 DRVABL STALL/QUITS AT CRUISE
Addl Sym: INT STALL Causal Cond: _ How/When Code: _
Vehicle: 2001 ESCAPE 4X4,XLT WAGON 1FMYU04111KC21909 Bid: 06/19/2001
Engine: 3.0L DUR Serial: 988109087 Cal: 0M11A30 A/C: A Odom: 25258 M
Trans: CD4E E Serial: YLBPFBU111870 Body Conv: _

05/24/2002 11:36AM RYAN MORRISON MSS - FCSD - TECH SVC HOTLINE
TECH STATES THAT THE VEH HAS AN INT STALL AT CRUISE THEY CAN NOT VERIF
Y THE CONCERN. THE ECC PWR RELAY WAS REPLACED AND THE BASE IDLE SEEMS OK. THEY
CAN NOT VERIFY THE CONCERN, CALLING FOR KNOWNS OR SUGGESTIONS.

05/24/2002 11:36AM RYAN MORRISON MSS - FCSD - TECH SVC HOTLINE
ISM 02-05-043 VEH STALL AFT TSB 02-08-06, R&R MAF, CK DPFE, CK G300,
TSB 02-08-06 3.0L DURATEC ONLY, PERFORM NORM DIAG,REFER TO CHECKLIST
ADVISED OF THE ABOVE.

06/28/2002 02:25PM MARTIN PRICE MSS - FCSD - TECH SVC HOTLINE
TECH STS THAT THIS WILL BE THE FORTH TIME THE VEHICLE IS IN FOR A STAL
LING CONCERN, TECH HAS NEVER BEEN ABLE TO DUPLICATE, REPLACED THE EEC RELAY,
REPROGRAMMED PCM AND BLEW OUT VENT LINE, VMV PASSES TSB TEST, IAC% WAS IN SPEC
PREVIOUSLY BUT THIS TIME IT WAS OUT(45%), TECH REPLACED IAC AND NO CHANGE,
REPLACED THROTTLE BODY AND NOW IAC IS 32-35%, ALSO REPLACED DPFE & MAF, SEEKING
ANY OTHER KNOWNS

06/28/2002 02:25PM MARTIN PRICE MSS - FCSD - TECH SVC HOTLINE
ISM 02-06-025 VERIFY TSB 02-11-06 HAS BEEN PERFORMED, CK PCM HARNESS
ADV TECH TO CHECK CJB CONNECTORS FOR WATER, G105/105/100/101/300, CKP
HARNESS

Marti Price

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

From: Fournelle, Gilbert (G.)
Sent: Wednesday, June 26, 2002 7:31 AM
To: Le, Dzung (D.H.)
Cc: Dalbo, Bob (R.J.); Duvall, Allen (A.W.); Grewal, Bill (B.S.)
Subject: RE: Escape stall problem

Dzung,

I am available tomorrow morning before 9:30 am or after 3:00pm. I am working 4 10 hour days, so I am not available on Fridays. Monday, I'm available all day.

Regards,

Gilbert Fournelle

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

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

From: Le, Dzung (D.H.)
Sent: Tuesday, June 25, 2002 2:17 PM
To: Fournelle, Gilbert (G.)
Cc: Dalbo, Bob (R.J.); Duvall, Allen (A.W.); Grewal, Bill (B.S.); Le, Dzung (D.H.)
Subject: Escape stall problem

Hi Gilbert:

Bob Dalbo asked Allen Duvall and I meet with you to discuss about the this project while he is on vacation. While attending the meeting last week, I do not know what kind of data you already had, what do you need from us, scope the task, etc.
Please tell me your available time so I can set up a meeting soon.

Regards;
Dzung Le

Subject: FW: Escape stalling
Location: Gilbert's desk.TEE building

Start: Thu 6/27/2002 3:45 PM
End: Thu 6/27/2002 4:45 PM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Le, Dzung (D.H.); Sanders, Muriel (M.S.)
Optional Attendees: Fascetti, Bob (R.J.)

---Original Appointment---

From: Le, Dzung (D.H.)
Sent: Wednesday, June 26, 2002 9:54 AM
To: Le, Dzung (D.H.); Duvall, Allen (A.W.); Fournelle, Gilbert (G.)
Subject: Escape stalling
When: Thursday, June 27, 2002 3:45 PM-4:45 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Gilbert's desk.TEE building

Discuss warranty data

From: Fournelle, Gilbert (G.)
Sent: Wednesday, June 26, 2002 4:41 PM
To: Rothweiler, Daniel (D.)
Subject: RE: Tribute PCM

Is there a way to program the module if I provide you with a HEX file?

If I provide you with a module, it would only be as a temporary trial, until the official service calibration gets released. At that point, you could update the current module. I can provide you with a module which will work without VID block info if you provide me with the tire size of the vehicle (I can turn the code off for the VID block check). All you would have to do is program the two keys and you would be able to use the vehicle until the service calibration becomes available.

With the NGS, there is an option to just download the VID and then copy it into a new module, without reflashing it. Is this still possible with WDS?

Let me know how you want to tackle this and I'll get you either a hex file or a module.

Sincerely,

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

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Wednesday, June 26, 2002 4:33 PM
To: 'Gilbert Fournelle'
Subject: Tribute PCM

Gilbert, Here is my shipping address for that PCM. Also, I have a question.

How do I get the VIN data to download to the new PCM if I don't have the ability to program the new PCM with WDS. My guess is that I could save the original PCM to put back in the vehicle and then perform a programmable module installation to get the vehicle to the latest calibration once it becomes officially available. Do you have any thoughts on this?? Can you just send me the calibration by itself instead of in a PCM?

Dan Rothweiler
MNAO Northeast Region
200 Cottontail Lane
Somerset, N.J. 08873

Daniel H. Rothweiler
Mazda North American Operations

Fixed Operations Technical Specialist

Office: 732-868-2135

Fax: 214-442-5222

Cellular: 732-547-8578

From: Fournelle, Gilbert (G.)
Sent: Monday, June 24, 2002 8:44 AM
To: Fascetti, Bob (R.J.)
Subject: FW: Improved stalls robustness calibration

FYI

Gilbert Fournelle

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

—Original Message—

From: Fournelle, Gilbert (G.)
Sent: Monday, June 24, 2002 8:31 AM
To: Meridath, Jennifer (J.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Subject: Improved stalls robustness calibration

Jennifer,

We have identified several improvements relating to stall robustness for 2003 and for the service calibrations as outlined in the attachment. We are not yet ready with the changes to the purge monitor but we have evaluated all the non-purge related changes. Since purge operation should not at all affect transmissions, I would like you to evaluate our proposed changes.

The strategy is X1_dcar3 (experimental due to the KAM value in the MAF feedback algorithm)
the account is user\$22:[gfournel]
the sub-account is DOAV3_03
Pat level 02

The changes are as follows:

- MAF feedback has a KAM value ldc_cl_kam
- FN899 (decel spark multiplier) changes from .4 to .5 at the lower end
- FN894 (dashpot air) changes from 0 to .1 at the lower end (i.e. 0.1 lbm/min air is now added down to 5 ml/hr)

I did perform decel comparisons this weekend from 40mph -> 25 mph. The average decel increased from 30.4 seconds to 31.5 seconds, but it was not subjectively noticeable. We plan to put these changes into production in the near future due to our stall problem. Please evaluate the proposed calibration as soon as possible and give us your feedback.

P.S. When the overdrive is disabled and the vehicle just coasts, there is a very objectionable 3-2 downshift with the current calibration, the changes seemed to improve it somewhat.


J204 Stall Meeting
Minutes - 6...

Sincerely,

Gilbert Fournelle

V6 U204 Calibration Engineering

1AE27 Truck Engine Engineering (TEE)

Phone:(313)3904968 Fax:(313)3231786

From: Fournelle, Gilbert (G.)
Sent: Monday, June 24, 2002 8:31 AM
To: Merideth, Jennifer (J.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Subject: Improved stalls robustness calibration

Jennifer,

We have identified several improvements relating to stall robustness for 2003 and for the service calibrations as outlined in the attachment. We are not yet ready with the changes to the purge monitor but we have evaluated all the non-purge related changes. Since purge operation should not at all affect transmissions, I would like you to evaluate our proposed changes.


The strategy is X1_doar3 (experimental due to the KAM value in the MAF feedback algorithm)
the account is user\$22:[gfournel]
the sub-account is DOAV3_03
Pat level 02

The changes are as follows:

- MAF feedback has a KAM value ldc_cl_kam
- FN839 (decel spark multiplier) changes from .4 to .5 at the lower end
- FN894 (dashpot air) changes from 0 to .1 at the lower end (i.e. 0.1 lbm/min air is now added down to 5 ml/hr)

I did perform decel comparisons this weekend from 40mph -> 25 mph. The average decel increased from 30.4 seconds to 31.5 seconds, but it was not subjectively noticeable. We plan to put these changes into production in the near future due to our stall problem. Please evaluate the proposed calibration as soon as possible and give us your feedback.

P.S. When the overdrive is disabled and the vehicle just coasts, there is a very objectionable 3-2 downshift with the current calibration, the changes seemed to improve it somewhat.


U204 Stall Meeting
Minutes - 6...

Sincerely,

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

From: Yeung, Lem (.)
Sent: Friday, June 21, 2002 10:51 AM
To: Buetner, Steve (S.B.); MacLaren, Ron (R.A.); Page, James (J.A.)
Cc: Zdybek, Douglas (D.); New, Kenneth Jarrett (K.J.); Dafo, Bob (R.J.); Fournelle, Gilbert (G.); Hockaday Jr., John (J.C.)
Subject: RE: Roush Address

Plans have changed on recovery of the trailer tow durability vehicle failures:

Steve, Ron

Can you send 1 engine quantity of the following parts:

Cylinder Heads (ST220 with U204 cams)

Cylinder Head Gasket (ST220)

Cylinder Head Bolts

Water Pump (ST220)

Water Inlet (ST220)

Thanks very much for your efforts to build the special engine.

Roush Technologies
16630 Southfield Rd.
Allen Park, MI 48101
Attn: Doug Zdybek (313) 294-8231
Vehicle: 310W707

Jim,

We need to ship a takeout engine to:

X-Garage (EVB)
Attn : Dave Ostramen/John Hockaday
20800 Oakwood
Dearborn, mi. 48121
Engine Vehicle Building Code FD20F

If any 549 chart information is required on torque specifications or installation can be obtained through Jim Page (JPAGE)

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: New, Kenneth Jarrett (K.J.)
Sent: Friday, June 21, 2002 10:18 AM
To: Yeung, Lem (.)
Cc: Zdybek, Douglas (D.)
Subject: Roush Address

Lem,

Please send one Duratec kit to Roush for vehicle 310W707. Thanks.

From: Sanders, Muriel (M.S.)
Sent: Friday, June 28, 2002 3:08 PM
To: Fournelle, Gilbert (G.)
Subject: FW: 2001 & 2002 Escape MORS Search

Here's the MORS data...

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: Fascetti, Bob (R.J.)
Sent: Thursday, June 27, 2002 2:20 PM
To: Sanders, Muriel (M.S.)
Subject: FW: 2001 & 2002 Escape MORS Search

Muriel, here is the data

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

From: Terzes, Laura (L.D.)
Sent: Thursday, June 20, 2002 4:17 PM
To: Le, Daung (D.H.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.)
Subject: FW: 2001 & 2002 Escape MORS Search

01-02 ESCAPE
calls-Quits (Joh..

Subject: FW: MORS Symptom Code Listing (data report includes customer verbatims)

STALLS/QUILTS	STALL/QUILTS AT IDLE COLD ENGINE	807491
	STALL/QUILTS AT IDLE HOT ENGINE	807492
	STALL/QUILTS AT IDLE ALL ENGINE TEMP	807493
	STALL/QUILTS ACCELERATION COLD ENGINE	807501
	STALL/QUILTS ACCELERATION HOT ENGINE	807592
	STALL/QUILTS ACCELERATION ALL ENGINE TEMP	807593
	STALL/QUILTS AT CRUISE COLD ENGINE	807691
	STALL/QUILTS AT CRUISE HOT ENGINE	807692
	STALL/QUILTS AT CRUISE ALL ENGINE TEMP	807693
	STALL/QUILTS DECELERATION COLD ENGINE	807781
	STALL/QUILTS DECELERATION HOT ENGINE	807792
	STALL/QUILTS DECELERATION ALL ENGINE TEMP	807793

C:\WINDOWS\TEMP\01-02 ESCAPE Stalls-Gufts (Johnson).ZIP

Name	Type	Modified	Size	Ratio	Packed	Path
djohn02.bt	Text Document	6/18/2002 2:52 PM	1,897,109	83%	329,360	
djohn03.bt	Text Document	6/18/2002 2:52 PM	710,051	82%	126,483	
2 file(s)			2,647,180	83%	455,853	

From: Dalbo, Bob (R.J.)
Sent: Thursday, April 25, 2002 5:32 PM
To: Kwon, Soon (S.K.)
Cc: Gilbert Fournelle
Subject: RE: 2003MY U204 MAF concern

I bow to Mr. Diez's EMC experience. Is this the truck that had the old-design MAFS? We (Gilbert) provided a new one and haven't heard anything more. I don't know if the repeat testing was OK or not.

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: Kwon, Soon (S.K.)
Sent: Thursday, April 25, 2002 5:25 PM
To: Dalbo, Bob (R.J.)
Subject: RE: 2003MY U204 MAF concern

Bob, a simple mistake by a technician created a lot of confusion and commotion in engineering community. I heard that MPG tested a Duratec vehicle and engine stalled due to their 2 way radio was operating at 23 MHz. Tim Diez went ahead and raised a concern in a panic (I guess). They are retesting at MPG. What do you think?

Regards,
Soon Kwon
Escape/Tribute P/T OPD Supervisor
Compact Utility PTSE, TVC
2FB38, MD 405, PDC Dearborn 48128
Phone (313) 322-8844, Fax
Pager (313) 795-1538, email: skwon@ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, April 25, 2002 11:35 AM
To: Kwon, Soon (S.K.)
Subject: RE: 2003MY U204 MAF concern

Soon,
What is this about?

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: Kwon, Soon (S.K.)
Sent: Thursday, April 25, 2002 9:24 AM
To: Dalbo, Bob (R.J.); Boals, Sandra (S.L.)
Cc: Nematollahi, Sonya (S.); Diez, Timothy (T.P.)
Subject: FW: 2003MY U204 MAF concern

Bob, any ideas why it failed EMC ?
Sandra, when was the new MAFS implemented ?

Thanks.

Regards,
Soon Kwon
Escape/Tribute P/T OPD Supervisor
Compact Utility PTSE, TVC
2FB39, MD 405, PDC Dearborn 48128
Phone (313) 322-8844, Fax
Pager (313) 795-1536, email: skwon@ford.com

—Original Message—

From: Diaz, Timothy (T.P.)
Sent: Thursday, April 25, 2002 9:10 AM
To: Kwon, Soon (S.K.)
Cc: Nematollahi, Sonya (S.); Gokhale, Renuka (R.V.)
Subject: 2003MY U204 MAF concern

Soon,

Please review C11359487. Please forward to appropriate people.

Sincerely,
Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiaz@ford.com

From: Shinji Kanai [kanai.sh@sv.mazda.co.jp]
Sent: Wednesday, April 10, 2002 8:58 PM
To: 'Sanders, Muriel (M.S.); 'Altoonian, Don (D.J.); 'Badgley, Joel (J.K.); 'Beuer, Scott (S.C.); 'Bhojwani, Kamal (K.); 'Blackburn, Thomas (T.J.); 'Bogema, John (P.); 'Cary Powell; 'Chick, John (J.); 'Chih, Ming-Niu (M.N.); 'Chin, Darrel (D.); 'Corbett, Sandra (S.M.); 'Dalbo, Bob (R.J.); 'Dan Rothweller; 'De Pena, Juan (J.E.); 'Diaz, Timothy (T.P.); 'Fascetti, Bob (R.J.); 'Fournelle, Gilbert (G.); 'Freeland, Mark (M.); 'Giles, Stuart (S.); 'Gokhale, Renuka (R.V.); 'Grimes, Jeff (J.R.); 'Hansen, George (G.C.); 'Herr, George (G.J.); 'Hofman, Michael (M.V.); 'Holmes, Jeffrey (J.R.); 'Ichikawa, Jyunichiro (J.); 'Jensen, Ted (T.E.); 'John McDonald; 'Jones, Andy; 'Jordan, Donald (D.E.); 'Kanai, Shinji (S.); 'King, Robert (R.F.); 'Klostermann, Eric (E.); 'Kosko, Jeff (J.R.); 'Kwon, Soon (S.K.); 'Limtaco, Steven (S.); 'Linda, Peter (P.A.); 'Liu, Jane (J.); 'Luehssen, Eric (E.A.); 'Marck, Edmond (E.C.); 'Matesa, John (J.); 'Maurer, James (J.B.); 'Mazzella, Gary (G.R.); 'Mooney, Larry (L.); 'Moorhouse, Scott (S.R.); 'Morgan, Tom; 'Morishima, Shigeki (S.); 'Navsed Khan; 'Nematollahi, Sonya (S.); 'Nikolai, Bernie; 'Noteboom, Jim (J.E.); 'Orman, James (J.W.); 'Powers, Ken (K.W.); 'Prios, Martin (M.); 'Raquepau, Aiden (A.P.); 'Shah, Kiran (K.C.); 'Shirahhi, Masaru (M.); 'Stilgenbauer, Jeffrey (J.R.); 'Suarez, Rhee (R.); 'Sullivan, Jamie (J.P.); 'Takasawa, Keith (K.D.); 'Takubo, Hirochi (H.); 'Vecchio, Anne Marie (A.); 'Wakenell, Ray (R.A.); 'Wettach, Bill (B.); 'Williams, Les (L.H.W.); 'Williamson, David (D.E.); 'Yeung, Lem (.)'
Subject: U204 Stall Meeting (Field issue update: Engine stall -> No restart (DPFE shortage))

I update Taiwan case as follows.

VIN:5F2CU08B81KM71661
Prod. July,2001 at Hofu. Sale: Sep. 24,2001.

Stall occurred on Mar. 01, 2002, 6997km.
Before the case, the car had no problem (back to the dealer for 1000 & 5000KM regular maintainence only.)
When the car picked back to the dealer:
1. can't start again.
2. can't communicate with WDS.
3. replacing another PCM (from anothe same model car),can't communicate with WDS.
4. with original PCM, communicate with WDS by using " Manual Entry" function of WDS.
5. WDS showed DTC : B1681/B1401/UI262
6. diagnoze the DTCs with " Probe test" function of WDS, everything seemed OK.
7. because the connector of DPFE was disconnected in "Probe test", the technician tried to start again after the test, the car started, then found the DPFE was disconnected.
8. try several times, all the same, when the connector was connected, can't start. when disconnecting, can start again.
9. change another new DPFE, the problem was disappeared.

Shinji Kanai
-----Original Message-----

From:
Sent: Monday, April 08, 2002 9:16 PM
Subject: U204 Stall Meeting (Field issue update: Engine stall -> No restart (DPFE shortage))

I update concern which I reported Stall meeting in last week. Failed

DPFE sensors were scrapped at dealers in all cases.

CASE 1 (Japan)

VIN: EPEW-101286, Hofu build: 2000/12/13, Retail 2000/12/26

(1) First repair 2001/4/9 4,893km

DTC P0401 and P1408 illuminated. DPFE output Voltage was 0.122V (standard 0.95 - 1.05V).

Replace DPFE sensor with new one. Problem was solved.

(2) Second repair 2001/8/20 11,084km

Engine stall during normal operating temp. Starter was clanking but engine did not start.

WDS tester could not communicate with PCM. BUS(-) terminal voltage showed 1.9V (standard 4.5V) causing NO communication.

Vref was 2.0V (standard 4.0 - 6.0V). When DPFE sensor connector was disconnected, Vref increased to 5V.

Same time Click sound was observed from Fuel pump relay and fuel pressure was increased to normal range.

Also BUS(-) terminal voltage was returned 4.5V at same time, and WDS can communicate with PCM.

Replace DPFE sensor with new one. Problem was solved.

<<<DPFE sensor lot number is unknown. According to second repair date, it might be pre CM part.>>>

CASE 2 (Taiwan)

We are contacting Taiwan continuously.

CASE 3 (Australia)

Attachment is the information from Australia (VIN: JMOYU06BY11100053, Hofu build 2001/01/09).

In addition to this report;

(1) Vref was 2.1 V (standard 4.0 - 6.0V) during NO start condition.

(2) Vref returned standard value and engine started immediately after disconnect DPFE connector.

(3) In this DPFE internal shortage case, WDS cannot communicate to PCM. Replace DPFE sensor with new one. Problem was solved.

<<<DPFE sensor lot number is unknown. According to build date, it might be pre CM part.>>>

Shinji Kanai

Manager, Tribute Plant QA

Mazda North American Operations

Ford Kansas City Assembly Plant

Plant Vehicle Team

8121 N.E. Hwy. 69, Claycomo, MO 64119 USA

Tel: 816-459-1623/ Fax: -1726/ e-mail: kanai.sh@ev.mazda.co.jp

Local Text Pager: 9135677156@alphapage.airtouch.com

From: Fournelle, Gilbert (G.)
Sent: Thursday, April 11, 2002 8:29 AM
To: Bogema, John (P.)
Subject: FW: Valve flow on vehicles

I'll let you take this one also.

Thanks,

Gilbert Fournelle

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

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

From: Marrone, Rob (R.B.)
Sent: Thursday, April 11, 2002 6:53 AM
To: Jensen, Ted (T.E.); Fournelle, Gilbert (G.)
Subject: RE: Valve flow on vehicles

Gilbert, Please see below. I am trying to measure IAC flow in some vehicles that have field return valves installed on them in an attempt to duplicate their previous failure modes. I want to know the shape/magnitude of their flow curves while installed. I would appreciate any info./techniques you might have. Thanks in advance.

Sincerely,

Rob Marrone

Six Sigma Certified Black Belt
4.6L/5.4L Engine Program Engineering
POEE column J-14A, Mail drop 36
313-2488687, Fax 313-3907407, Pgr. 313-851-5713

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

From: Jensen, Ted (T.E.)
Sent: Wednesday, April 10, 2002 5:17 PM
To: Marrone, Rob (R.B.)
Subject: RE: Valve flow on vehicles

You can ask Gilbert Fournelle. He is the one that did the work with the Escape.

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

From: Marrone, Rob (R.B.)
Sent: Wednesday, April 10, 2002 4:00 PM
To: Jensen, Ted (T.E.)
Subject: Valve flow on vehicles

Ted, Last Thursday you mentioned a way to measure flow curves on the vehicle. I asked the calibrators about that & they had no knowledge of such a technique. Please let me know who would be a good contact for me to try to discern if/how the failed valves I have on local vehicles flow differently from production valves. Thanks in advance.

Sincerely,

Rob Marrone

Six Sigma Certified Black Belt
4.6L/5.4L Engine Program Engineering

POEE column J-14A, Mail drop 36
313-2488687, Fax 313-3907407, Pgr. 313-851-5713

From: Huck, Dave (D.E.)
Sent: Wednesday, April 10, 2002 12:40 PM
To: McCarter, Karisaa (K.D.); Wright, David (D.A.); Fournelle, Gilbert (G.); Buick, Jeffrey (J.); Buick, Jeffrey (J.); Cianciolo, David (D.A.); Young, Dan (D.G.); Watson, Angie (A.L.); Gaworecki, Paul (P.C.); Warm, David (D.L.); Corcoran, Bill (W.C.); Reichenbach, Ronald (R.W.); Stark, Cheryl (C.J.); 'pstanows@visteon.com'; 'rweiss5@visteon.com'; Grant, Kathleen, Kathy (KA.); Jentz, Robert (R.R.); Lewis, Dennis (D.J.); Martin, Thomas (T.C.); 'pstanows@visteon.com'; Shelton, Randy (R.); Wendel, Marsha (M.)
Subject: FW: HEGOs and CMS sensors to use for OBD-II emission threshold calibration

Please follow Cheryl's direction below until further notice. This shouldn't be a change since this is the way we've been going all along. Also, remember to order the aged HEGO's and CMS' when ordering your dyno aged and green brick catalysts.

—Original Message—

From: Stark, Cheryl (C.J.)
Sent: Wednesday, April 10, 2002 12:09 PM
To: Weber, Chris (C.R.); Huck, Dave (D.E.); Baumgartner, George (G.X.); Brachel, Keith (K.M.); Samardzich, Raul (R.J.); Kulp, David (D.L.); Montague, Nell (N.W.)
Cc: Baltusis, Paul (P.A.); Berger, Raymond (R.H.); Chung, Joe (J.D.); Danhoff, Gary (G.L.); Garman, Benjamin (B.D.); Jorger, Robert (R.J.); Kacovitz, John (J.); Kapadia, Jimmy (J.H.); Kuzner, Michael (L.); Macool, Beider (B.); Miller, Greg (G.C.); Moncion, Marc (M.D.); Sweppy, Michael (M.S.); Varady, Arthur (A.J.)
Subject: HEGOs and CMS sensors to use for OBD-II emission threshold calibration

There's been some recent confusion in Diagnostic Systems relative to HEGO and CMS aging requirements when doing OBD emission threshold calibration.

I wanted to make sure we all had a common understanding of what is required. This is what I believe to be true:

For 100K / 120K TCAC aged catalyst systems, the HEGO and CMS are to be installed in the catalyst prior to aging and remain in the system for use during all emission threshold testing. These would be 100K / 120K TCAC dyno aged HEGOs and CMSs.

For 100K / 120K 4-mode (NOT TCAC) aged catalyst systems, the HEGO and CMS are to be vendor aged to 100K/120K, and 4K respectively.

This clarification will be added to all cal guides at the next time that they are updated.

Note that this is the OBD criteria for aged HEGOs and that there are some PTSE calibration groups that are using 4-mode aged (not TCAC) aged HEGOs for their emission development. This discrepancy can cause problems if the difference in 4-mode aged HEGO sensors and vendor-aged HEGO sensors causes differences in tailpipe emission characteristics to the level that OBD-run 100K baselines fail and PTSE-run 100K baseline pass.

Dave Kulp / Nell Montague, can you tell us if there are any efforts currently underway to commonize the HEGO aging assumptions between us and PTSE?

If it is OBD that needs to change to be common with PTSE, please let us know so that we can do so. If not, what is the proposed timing for PTSE to use the same approach that OBD is using?

Regards,

Cheryl Stark (cstark@ford.com)
OBD Feature Development Supervisor
Ford Motor Company
Fax 313-890-2307
Phone 313-380-4613
Text Pager 313-851-0134 or GSTARK

From: Fournelle, Gilbert (G.)
Sent: Tuesday, March 28, 2002 2:41 PM
To: Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

The new MAF sensor should go into production 04/09/02. The issue however, was discovered in November.

Gilbert Fournelle

V8 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

—Original Message—

From: Amro, Zaid (Z.)
Sent: Tuesday, March 28, 2002 2:01 PM
To: Fournelle, Gilbert (G.)
Cc: Bodnar, Les (L.R.); Goldsale, Ronuka (R.V.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Hello Gilbert,
I'm just wondering why 2003MY CP vehicles have this old MAF sensor? & When did the new sensor go to production? Thanks!

Best Regards,

Zaid Amro
U204 E/E Systems & EDS
(313) 59-43064
zamro@ford.com
PDC: 2D-G02

—Original Message—

From: Fournelle, Gilbert (G.)
Sent: Tuesday, March 28, 2002 8:04 AM
To: Dalbo, Bob (R.J.); Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.)
Cc: Diez, Timothy (T.P.); Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

I have a correct new part at my desk. Whoever needs it can come by at any time to pick it up.

Sincerely,

Gilbert Fournelle

V8 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Monday, March 25, 2002 5:12 PM
To: Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.); Gilbert Fournelle
Cc: Diez, Timothy (T.P.); Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Sandy,

Do you have a part for this test?

Gilbert,
Do we?

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: Bodnar, Les (L.R.)
Sent: Monday, March 25, 2002 2:45 PM
To: Boels, Sandra (S.L.); Dalbo, Bob (R.J.); Williamson, David (D.E.)
Cc: Diaz, Timothy (T.P.); Amro, Zaid (Z.)
Subject: ACT REQ: RE: Escape MAF sensor engine failure
Importance: High

NEED PRIORITY PLACED ON PROCURRING THIS SENSOR. COMPLETION OF TESTING IS BEING DELAYED UNTIL A NEW SENSOR IS UPDATED ON THE VEHICLE. (WE DON'T WANT TO PULL IT OUT OF THE CHAMBER AND GET IT PLACED BACK IN THE QUE.)

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204
Phone & Fax: (313) 24-81686
E-Mail: lbodnar2@ford.com
Location: PDC 2H-F34

---Original Message---

From: Diaz, Timothy (T.P.)
Sent: Monday, March 25, 2002 8:59 AM
To: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Boels, Sandra (S.L.); Williamson, David (D.E.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Team,

Apparently, we had the wrong MAF sensor in there. Would someone please deliver to me an updated MAF?

Sincerely,

Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-39027, Fax: 313-322-1892
e-mail: tdiaz@ford.com

---Original Message---

From: Kern, Bob (R.S.)
Sent: Monday, March 25, 2002 6:52 AM
To: Diaz, Timothy (T.P.)
Cc: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Williamson, David (D.E.); Boels, Sandra (S.L.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Prefix is XF2F. Sorry for the omission.

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

From: Diez, Timothy (T.P.)
Sent: Friday, March 22, 2002 4:47 PM
To: Kern, Bob (R.S.)
Cc: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Williamson, David (D.E.); Boals, Sandra (S.L.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Bob,

Is there a prefix to this MAF?

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Friday, March 22, 2002 4:46 PM
To: Diez, Timothy (T.P.); Williamson, David (D.E.); Boals, Sandra (S.L.)
Cc: Bodnar, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Without the prefix from Romeo it's unwise to conclude this is the correct sensor. We should confirm this first.

In any case, the sensor itself may not be responsible for the DTC.

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: Diez, Timothy (T.P.)
Sent: Friday, March 22, 2002 9:23 AM
To: Williamson, David (D.E.); Boals, Sandra (S.L.)
Cc: Dalbo, Bob (R.J.); Bodnar, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Team,

Before getting me the new MAF, the number given to me by the Romeo engineer seems to match the number provided by Bob Dalbo.

Number on vehicle: MAFS part number(s): 12B579AA
1K30-2
6163636

Updated number provided by Bob Dalbo: **1L2F-12B579-AA**

Will you guys confirm?

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

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

From: Williamson, David (D.E.)
Sent: Friday, March 22, 2002 8:25 AM
To: Boals, Sandra (S.L.)
Cc: Diez, Timothy (T.P.); Dalbo, Bob (R.J.); Bodner, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Sandra, can you get Tim a MAFS sensor from Visteon? Thanks.

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

From: Bodner, Les (L.R.)
Sent: Thursday, March 21, 2002 5:39 PM
To: Williamson, David (D.E.); Dalbo, Bob (R.J.)
Cc: Diez, Timothy (T.P.); Kern, Bob (R.S.)
Subject: ACT REQ: RE: Escape MAF sensor engine failure
Importance: High

Bob/Dave, how quickly can we get a new MAFS to Tim for our EMC vehicle currently going through testing?

Regards,

Les Bodner

NAT E/E Systems & EDS - 2003 U204

Phone & Fax: (313) 24-81686

E-Mail: lbodner2@ford.com

Location: PDC 2H-F34

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

From: Diez, Timothy (T.P.)
Sent: Thursday, March 21, 2002 5:18 PM
To: Kern, Bob (R.S.); Bodner, Les (L.R.)
Cc: Williamson, David (D.E.); Dalbo, Bob (R.J.)
Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure

Bob,

Would you please tell me the part number on the MAF.

Les,

I recognize the test characteristics of the MAF on the vehicle. Will you get underway in obtaining the updated one for me?

Sincerely,

Timothy Diez

Cross Vehicle EMC Technology Applications

313-32-39927, Fax: 313-322-1892

e-mail: tdiez@ford.com

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

From: Bodner, Les (L.R.)
Sent: Thursday, March 21, 2002 5:12 PM
To: Dalbo, Bob (R.J.); Diez, Timothy (T.P.)
Cc: Williamson, David (D.E.)
Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure
Importance: High

Bob, thanks.

Tim, updated MAFS p/n is below. Does this match?

Regards,
Les Bodnar
NAT E/E Systems & EDS - 2003 U204
Phone & Fax: (313) 24-81686
E-Mail: lbodnar2@ford.com
Location: PDC 2H-F34

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, March 21, 2002 4:38 PM
To: Williamson, David (D.E.)
Cc: Bodnar, Les (L.R.)
Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure

P1100 is intermittent MAFS. Updated MAFS P/N: **1L2F-12B579-AA**

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: Williamson, David (D.E.)
Sent: Thursday, March 21, 2002 11:14 AM
To: Dalbo, Bob (R.J.)
Cc: Bodnar, Les (L.R.)
Subject: FW: INFO NEEDED: RE: Escape MAF sensor engine failure
Importance: High

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

From: Bodnar, Les (L.R.)
Sent: Thursday, March 21, 2002 11:09 AM
To: Williamson, David (D.E.)
Cc: Gokhale, Renuka (R.V.); Diaz, Timothy (T.P.); Jordan, Donald (D.E.)
Subject: INFO NEEDED: RE: Escape MAF sensor engine failure
Importance: High

Dave, EMC Testing recorded an engine code (see notes below). Can you please verify the part number and if our vehicle has the upgraded MAF sensor as described below? Thanks.

Regards,
Les Bodnar
NAT E/E Systems & EDS - 2003 U204
Phone & Fax: (313) 24-81686
E-Mail: lbodnar2@ford.com
Location: PDC 2H-F34

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

From: Diaz, Timothy (T.P.)
Sent: Wednesday, March 20, 2002 2:16 PM
To: Bodnar, Les (L.R.); Jordan, Donald (D.E.)
Cc: Gokhale, Renuka (R.V.); Diaz, Timothy (T.P.)
Subject: FW: Escape MAF sensor engine failure

Les,

I believe code P1100 is MAF sensor intermittent. Please confirm.
Please also obtain for me the updated MAF sensor that we upgraded from the 01MY U204 to fix the EMC portion of the engine issue.

Don,

Is the number provided below the old MAF? (I hope so)

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

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

From: Kern, Bob (R.S.)
Sent: Wednesday, March 20, 2002 1:45 PM
To: Diez, Timothy (T.P.)
Subject: RE: Escape

In the data highlighted in light green background with black bold text are the engine codes that were recorded. (i.e. PCM CODE: P1100 (CLEARED)).

MAFS part number(s): 12B579AA
 1K30-2
 6163538

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

From: Diez, Timothy (T.P.)
Sent: Wednesday, March 20, 2002 11:56 AM
To: Kern, Bob (R.S.)
Subject: Escape

Would you please tell me if any trouble codes were set during the engines stall observed while FI testing?

Also, would you please send me the MAF number? Thanks.

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

From: Diez, Timothy (T.P.)
Sent: Tuesday, March 26, 2002 9:22 AM
To: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.)
Co: Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Gilbert,

Would you please give me directions to your desk? Thanks.

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

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

From: Fournelle, Gilbert (G.)
Sent: Tuesday, March 26, 2002 8:04 AM
To: Dalbo, Bob (R.J.); Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.)
Co: Diez, Timothy (T.P.); Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

I have a correct new part at my desk. Whoever needs it can come by at any time to pick it up.

Sincerely,

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3291786

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

From: Dalbo, Bob (R.J.)
Sent: Monday, March 25, 2002 5:12 PM
To: Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.); Gilbert Fournelle
Co: Diez, Timothy (T.P.); Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Sandy,
Do you have a part for this test?

Gilbert,
Do we?

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: Bodnar, Les (L.R.)
Sent: Monday, March 25, 2002 2:45 PM

To: Boals, Sandra (S.L.); Dalbo, Bob (R.J.); Williamson, David (D.E.)
Cc: Diez, Timothy (T.P.); Amro, Zaid (Z.)
Subject: ACT REQ: RE: Escape MAF sensor engine failure
Importance: High

NEED PRIORITY PLACED ON PROCURING THIS SENSOR. COMPLETION OF TESTING IS BEING DELAYED UNTIL A NEW SENSOR IS UPDATED ON THE VEHICLE. (WE DON'T WANT TO PULL IT OUT OF THE CHAMBER AND GET IT PLACED BACK IN THE QUE.)

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204

Phone & Fax: (313) 24-81686

E-Mail: lbodnar2@ford.com

Location: PDC 2H-F34

—Original Message—

From: Diez, Timothy (T.P.)

Sent: Monday, March 25, 2002 8:59 AM

To: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Boals, Sandra (S.L.); Williamson, David (D.E.)

Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Team,

Apparently, we had the wrong MAF sensor in there. Would someone please deliver to me an updated MAF?

Sincerely,

Timothy Diez

Cross Vehicle EMC Technology Applications

313-32-39927, Fax: 313-322-1892

e-mail: tdiez@ford.com

—Original Message—

From: Kern, Bob (R.S.)

Sent: Monday, March 25, 2002 6:52 AM

To: Diez, Timothy (T.P.)

Cc: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Williamson, David (D.E.); Boals, Sandra (S.L.)

Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Prefix is XF2F. Sorry for the omission.

—Original Message—

From: Diez, Timothy (T.P.)

Sent: Friday, March 22, 2002 4:47 PM

To: Kern, Bob (R.S.)

Cc: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Williamson, David (D.E.); Boals, Sandra (S.L.)

Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Bob,

Is there a prefix to this MAF?

Sincerely,

Timothy Diez

Cross Vehicle EMC Technology Applications

313-32-39927, Fax: 313-322-1892

e-mail: tdiez@ford.com

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Friday, March 22, 2002 4:46 PM
To: Diez, Timothy (T.P.); Williamson, David (D.E.); Boals, Sandra (S.L.)
Cc: Bodnar, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Without the prefix from Romeo it's unwise to conclude this is the correct sensor. We should confirm this first.

In any case, the sensor itself may not be responsible for the DTC.

Bob Dalbo

3.DL Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31788
Pager: (313) 795-2869 Email: rdalbo@ford.com

—Original Message—

From: Diez, Timothy (T.P.)
Sent: Friday, March 22, 2002 9:23 AM
To: Williamson, David (D.E.); Boals, Sandra (S.L.)
Cc: Dalbo, Bob (R.J.); Bodnar, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Team,

Before getting me the new MAF, the number given to me by the Romeo engineer seems to match the number provided by Bob Dalbo.

Number on vehicle: MAFS part number(s): 12B579AA
1K30-2
6163538

Updated number provided by Bob Dalbo: **1L2F-12B579-AA**

:
Will you guys confirm?

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

—Original Message—

From: Williamson, David (D.E.)
Sent: Friday, March 22, 2002 8:25 AM
To: Boals, Sandra (S.L.)
Cc: Diez, Timothy (T.P.); Dalbo, Bob (R.J.); Bodnar, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Sandra, can you get Tim a MAFS sensor from Visteon? Thanks.

—Original Message—

From: Bodnar, Les (L.R.)
Sent: Thursday, March 21, 2002 5:39 PM
To: Williamson, David (D.E.); Dalbo, Bob (R.J.)
Cc: Diez, Timothy (T.P.); Kern, Bob (R.S.)
Subject: ACT REQ: RE: Escape MAF sensor engine failure
Importance: High

Bob/Dave, how quickly can we get a new MAFS to Tim for our EMC vehicle currently going through testing?

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204

Phone & Fax: (313) 24-81686

E-Mail: lbodnar2@ford.com

Location: PDC 2H-F34

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

From: Diaz, Timothy (T.P.)

Sent: Thursday, March 21, 2002 6:16 PM

To: Kern, Bob (R.S.); Bodnar, Les (L.R.)

Cc: Williamson, David (D.E.); Dalbo, Bob (R.J.)

Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure

Bob,

Would you please tell me the part number on the MAF.

Les,

I recognize the test characteristics of the MAF on the vehicle. Will you get underway in obtaining the updated one for me?

Sincerely,

Timothy Diaz

Cross Vehicle EMC Technology Applications

313-32-39927, Fax: 313-322-1892

e-mail: tdiaz@ford.com

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

From: Bodnar, Les (L.R.)

Sent: Thursday, March 21, 2002 5:12 PM

To: Dalbo, Bob (R.J.); Diaz, Timothy (T.P.)

Cc: Williamson, David (D.E.)

Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure

Importance: High

Bob, thanks.

Tim, updated MAFS p/n is below. Does this match?

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204

Phone & Fax: (313) 24-81686

E-Mail: lbodnar2@ford.com

Location: PDC 2H-F34

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

From: Dalbo, Bob (R.J.)

Sent: Thursday, March 21, 2002 4:38 PM

To: Williamson, David (D.E.)

Cc: Bodnar, Les (L.R.)

Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure

P1100 is intermittent MAFS. Updated MAFS P/N: **1L2F-12B579-AA**

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: Williamson, David (D.E.)
Sent: Thursday, March 21, 2002 11:14 AM
To: Dalbo, Bob (R.J.)
Cc: Bodnar, Les (L.R.)
Subject: FW: INFO NEEDED: RE: Escape MAF sensor engine failure
Importance: High

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

From: Bodnar, Les (L.R.)
Sent: Thursday, March 21, 2002 11:09 AM
To: Williamson, David (D.E.)
Cc: Gokhale, Renuka (R.V.); Diaz, Timothy (T.P.); Jordan, Donald (D.E.)
Subject: INFO NEEDED: RE: Escape MAF sensor engine failure
Importance: High

Dave, EMC Testing recorded an engine code (see notes below). Can you please verify the part number and if our vehicle has the upgraded MAF sensor as described below? Thanks.

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204
Phone & Fax: (313) 24-81686
E-Mail: lbodnar2@ford.com
Location: PDC 2H-F34

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

From: Diaz, Timothy (T.P.)
Sent: Wednesday, March 20, 2002 2:16 PM
To: Bodnar, Les (L.R.); Jordan, Donald (D.E.)
Cc: Gokhale, Renuka (R.V.); Diaz, Timothy (T.P.)
Subject: FW: Escape MAF sensor engine failure

Les,

I believe code P1100 is MAF sensor intermittent. Please confirm.
Please also obtain for me the updated MAF sensor that we upgraded from the 01MY U204 to fix the EMC portion of the engine issue.

Don,

Is the number provided below the old MAF? (I hope so)

Sincerely,
Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892

e-mail: tdiez@ford.com

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

From: Kern, Bob (R.S.)
Sent: Wednesday, March 20, 2002 1:45 PM
To: Diaz, Timothy (T.P.)
Subject: RE: Escape

In the data highlighted in light green background with black bold text are the engine codes that were recorded. (i.e. PCM CODE: P1100 (CLEARED)).

MAFS part number(s): 12B579AA
 1K30-2
 6183538

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

From: Diaz, Timothy (T.P.)
Sent: Wednesday, March 20, 2002 11:56 AM
To: Kern, Bob (R.S.)
Subject: Escape

Would you please tell me if any trouble codes were set during the engines stall observed while R1 testing?

Also, would you please send me the MAF number? Thanks.

Sincerely,
Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-39827, Fax: 313-322-1892
e-mail: tdiez@ford.com

From: Fournelle, Gilbert (G.)
Sent: Tuesday, March 26, 2002 9:33 AM
To: Diez, Timothy (T.P.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Tim,

I am in the TEE building (on Enterprise drive, just past I-94 and Oakwood).
It is next to APTL emissions labs (just before APTL).
My desk is half way down the building 1AE-27, it is on the right side of the aisle.
The MAF sensor is in a box on my desk with your name on it, just in case I am not here.

Gilbert Fournelle

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

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

From: Diez, Timothy (T.P.)
Sent: Tuesday, March 26, 2002 9:22 AM
To: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.)
Cc: Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Gilbert,

Would you please give me directions to your desk? Thanks.

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39827, Fax: 313-322-1892
e-mail: tdiez@ford.com

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

From: Fournelle, Gilbert (G.)
Sent: Tuesday, March 26, 2002 8:04 AM
To: Dalbo, Bob (R.J.); Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.)
Cc: Diez, Timothy (T.P.); Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

I have a correct new part at my desk. Whoever needs it can come by at any time to pick it up.

Sincerely,

Gilbert Fournelle

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

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

From: Dalbo, Bob (R.J.)
Sent: Monday, March 25, 2002 5:12 PM
To: Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.); Gilbert Fournelle
Cc: Diez, Timothy (T.P.); Amro, Zaid (Z.)

Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Sandy,
Do you have a part for this test?

Gilbert,
Do we?

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: Bodnar, Les (L.R.)
Sent: Monday, March 25, 2002 2:45 PM
To: Boals, Sandra (S.L.); Dalbo, Bob (R.J.); Williamson, David (D.E.)
Cc: Diaz, Timothy (T.P.); Amro, Zaid (Z.)
Subject: ACT REQ: RE: Escape MAF sensor engine failure
Importance: High

NEED PRIORITY PLACED ON PROCURRING THIS SENSOR. COMPLETION OF TESTING IS BEING DELAYED UNTIL A NEW SENSOR IS UPDATED ON THE VEHICLE. (WE DON'T WANT TO PULL IT OUT OF THE CHAMBER AND GET IT PLACED BACK IN THE QUEUE.)

Regards,
Les Bodnar
NAT E/E Systems & Ebs - 2003 U204
Phone & Fax: (313) 24-81686
E-Mail: lbodnar2@ford.com
Location: PDC 2H-F34

---Original Message---

From: Diaz, Timothy (T.P.)
Sent: Monday, March 25, 2002 8:59 AM
To: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Boals, Sandra (S.L.); Williamson, David (D.E.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Team,

Apparently, we had the wrong MAF sensor in there. Would someone please deliver to me an updated MAF?

Sincerely,
Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiaz@ford.com

---Original Message---

From: Kern, Bob (R.S.)
Sent: Monday, March 25, 2002 6:52 AM
To: Diaz, Timothy (T.P.)
Cc: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Williamson, David (D.E.); Boals, Sandra (S.L.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Prefix is XF2F. Sorry for the omission.

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

From: Diez, Timothy (T.P.)
Sent: Friday, March 22, 2002 4:47 PM
To: Kern, Bob (R.S.)
Cc: Bodner, Les (L.R.); Dalbo, Bob (R.J.); Williamson, David (D.E.); Boals, Sandra (S.L.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Bob,

Is there a prefix to this MAF?

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Friday, March 22, 2002 4:46 PM
To: Diez, Timothy (T.P.); Williamson, David (D.E.); Boals, Sandra (S.L.)
Cc: Bodner, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Without the prefix from Romeo it's unwise to conclude this is the correct sensor. We should confirm this first.

In any case, the sensor itself may not be responsible for the DTC.

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: Diez, Timothy (T.P.)
Sent: Friday, March 22, 2002 9:23 AM
To: Williamson, David (D.E.); Boals, Sandra (S.L.)
Cc: Dalbo, Bob (R.J.); Bodner, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Team,

Before getting me the new MAF, the number given to me by the Romeo engineer seems to match the number provided by Bob Dalbo.

Number on vehicle: MAFS part number(s): 12B579AA
1K30-2
6163538

Updated number provided by Bob Dalbo: **1L2F-12B579-AA**

:

Will you guys confirm?

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

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

From: Williamson, David (D.E.)
Sent: Friday, March 22, 2002 8:25 AM
To: Brels, Sandra (S.L.)
Cc: Diez, Timothy (T.P.); Dalbo, Bob (R.J.); Bodnar, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Sandra, can you get Tim a MAFS sensor from Visteon? Thanks.

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

From: Bodnar, Les (L.R.)
Sent: Thursday, March 21, 2002 5:39 PM
To: Williamson, David (D.E.); Dalbo, Bob (R.J.)
Cc: Diez, Timothy (T.P.); Kern, Bob (R.S.)
Subject: ACT REQ: RE: Escape MAF sensor engine failure
Importance: High

Bob/Dave, how quickly can we get a new MAFS to Tim for our EMC vehicle currently going through testing?

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204

Phone & Fax: (313) 24-81686

E-Mail: lbodnar2@ford.com

Location: PDC 2H-F34

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

From: Diez, Timothy (T.P.)
Sent: Thursday, March 21, 2002 5:16 PM
To: Kern, Bob (R.S.); Bodnar, Les (L.R.)
Cc: Williamson, David (D.E.); Dalbo, Bob (R.J.)
Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure

Bob,

Would you please tell me the part number on the MAF.

Les,

I recognize the test characteristics of the MAF on the vehicle. Will you get underway in obtaining the updated one for me?

Sincerely,

Timothy Diez

Cross Vehicle EMC Technology Applications

313-32-36927, Fax: 313-322-1892

e-mail: tdiez@ford.com

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

From: Bodnar, Les (L.R.)
Sent: Thursday, March 21, 2002 5:12 PM
To: Dalbo, Bob (R.J.); Diez, Timothy (T.P.)
Cc: Williamson, David (D.E.)
Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure
Importance: High

Bob, thanks.

Tim, updated MAFS p/n is below. Does this match?

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204

Phone & Fax: (313) 24-81686

E-Mail: lbodnar2@ford.com

Location: PDC 2H-F34

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

From: Dalbo, Bob (R.J.)

Sent: Thursday, March 21, 2002 4:38 PM

To: Williamson, David (D.E.)

Cc: Bodnar, Les (L.R.)

Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure

P1100 is intermittent MAFS. Updated MAFS P/N: **1L2F-12B579-AA**

Bob Dalbo

3.0L Calibration Supervisor

Outfitters Calibration, NAT

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

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

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

From: Williamson, David (D.E.)

Sent: Thursday, March 21, 2002 11:14 AM

To: Dalbo, Bob (R.J.)

Cc: Bodnar, Les (L.R.)

Subject: FW: INFO NEEDED: RE: Escape MAF sensor engine failure

Importance: High

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

From: Bodnar, Les (L.R.)

Sent: Thursday, March 21, 2002 11:09 AM

To: Williamson, David (D.E.)

Cc: Galante, Renata (R.V.); Diaz, Timothy (T.P.); Jordan, Donald (D.E.)

Subject: INFO NEEDED: RE: Escape MAF sensor engine failure

Importance: High

Dave, EMC Testing recorded an engine code (see notes below). Can you please verify the part number and if our vehicle has the upgraded MAF sensor as described below? Thanks.

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204

Phone & Fax: (313) 24-81686

E-Mail: lbodnar2@ford.com

Location: PDC 2H-F34

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

From: Diaz, Timothy (T.P.)

Sent: Wednesday, March 20, 2002 2:16 PM

To: Bodnar, Les (L.R.); Jordan, Donald (D.E.)

Cc: Gokhale, Renuka (R.V.); Diaz, Timothy (T.P.)
Subject: FW: Escape MAF sensor engine failure

Lee,

I believe code P1100 is MAF sensor intermittent. Please confirm.
Please also obtain for me the updated MAF sensor that we upgraded from the 01MY U204 to fix the EMC portion of the engine issue.

Don,

Is the number provided below the old MAF? (I hope so)

Sincerely,
Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-99927, Fax: 313-322-1892
e-mail: tdiaz@ford.com

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

From: Kern, Bob (R.S.)
Sent: Wednesday, March 20, 2002 1:45 PM
To: Diaz, Timothy (T.P.)
Subject: RE: Escape

In the data highlighted in light green background with black bold text are the engine codes that were recorded. (i.e. PCM CODE: P1100 (CLEARED)).

MAFS part number(s): 12B578AA
 1K30-2
 6163638

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

From: Diaz, Timothy (T.P.)
Sent: Wednesday, March 20, 2002 11:56 AM
To: Kern, Bob (R.S.)
Subject: Escape

Would you please tell me if any trouble codes were set during the engine stall observed while RI testing?

Also, would you please send me the MAF number? Thanks.

Sincerely,
Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-99927, Fax: 313-322-1892
e-mail: tdiaz@ford.com

From: Fournelle, Gilbert (G.)
Sent: Tuesday, March 26, 2002 8:04 AM
To: Dalbo, Bob (R.J.); Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.)
Cc: Diez, Timothy (T.P.); Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

I have a correct new part at my desk. Whoever needs it can come by at any time to pick it up.

Sincerely,

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231788

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Monday, March 25, 2002 5:12 PM
To: Bodnar, Les (L.R.); Boals, Sandra (S.L.); Williamson, David (D.E.); Gilbert Fournelle
Cc: Diez, Timothy (T.P.); Amro, Zaid (Z.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Sandy,
Do you have a part for this test?

Gilbert,
Do we?

Bob Dalbo

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

—Original Message—

From: Bodnar, Les (L.R.)
Sent: Monday, March 25, 2002 2:45 PM
To: Boals, Sandra (S.L.); Dalbo, Bob (R.J.); Williamson, David (D.E.)
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Subject: ACT REQ: RE: Escape MAF sensor engine failure
Importance: High

NEED PRIORITY PLACED ON PROCURRING THIS SENSOR. COMPLETION OF TESTING IS BEING DELAYED UNTIL A NEW SENSOR IS UPDATED ON THE VEHICLE. (WE DON'T WANT TO PULL IT OUT OF THE CHAMBER AND GET IT PLACED BACK IN THE QUEUE.)

Regards,
Les Bodnar
NAT E/E Systems & EDS - 2003 U204
Phone & Fax: (313) 24-81686
E-Mail: lbodnar2@ford.com
Location: PDC 2H-F34

---Original Message---

From: Diaz, Timothy (T.P.)
Sent: Monday, March 25, 2002 6:59 AM
To: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Boals, Sandra (S.L.); Williamson, David (D.E.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Team,

Apparently, we had the wrong MAF sensor in there. Would someone please deliver to me an updated MAF?

Sincerely,
Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-38927, Fax: 313-322-1892
e-mail: tdiez@ford.com

---Original Message---

From: Kern, Bob (R.S.)
Sent: Monday, March 25, 2002 6:52 AM
To: Diaz, Timothy (T.P.)
Cc: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Williamson, David (D.E.); Boals, Sandra (S.L.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Prefix is XF2F. Sorry for the omission.

---Original Message---

From: Diaz, Timothy (T.P.)
Sent: Friday, March 22, 2002 4:47 PM
To: Kern, Bob (R.S.)
Cc: Bodnar, Les (L.R.); Dalbo, Bob (R.J.); Williamson, David (D.E.); Boals, Sandra (S.L.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Bob,

Is there a prefix to this MAF?

Sincerely,
Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-38927, Fax: 313-322-1892
e-mail: tdiez@ford.com

---Original Message---

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Sent: Friday, March 22, 2002 4:46 PM
To: Diaz, Timothy (T.P.); Williamson, David (D.E.); Boals, Sandra (S.L.)
Cc: Bodnar, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Without the prefix from Romeo it's unwise to conclude this is the correct sensor. We should confirm this first.

In any case, the sensor itself may not be responsible for the DTC.

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: Diez, Timothy (T.P.)
Sent: Friday, March 22, 2002 9:23 AM
To: Williamson, David (D.E.); Boels, Sandra (S.L.)
Cc: Dalbo, Bob (R.J.); Bodnar, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Team,

Before getting me the new MAF, the number given to me by the Romeo engineer seems to match the number provided by Bob Dalbo.

Number on vehicle: MAFS part number(s): 12B579AA
1K30-2
6163538

Updated number provided by Bob Dalbo: **1L2F-12B579-AA**

:

Will you guys confirm?

Sincerely,

Timothy Diez

Cross Vehicle EMC Technology Applications

313-32-39927, Fax: 313-322-1882

e-mail: tdiez@ford.com

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

From: Williamson, David (D.E.)
Sent: Friday, March 22, 2002 8:25 AM
To: Boels, Sandra (S.L.)
Cc: Diez, Timothy (T.P.); Dalbo, Bob (R.J.); Bodnar, Les (L.R.)
Subject: RE: ACT REQ: RE: Escape MAF sensor engine failure

Sandra, can you get Tim a MAFS sensor from Viateon? Thanks.

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

From: Bodnar, Les (L.R.)
Sent: Thursday, March 21, 2002 5:39 PM
To: Williamson, David (D.E.); Dalbo, Bob (R.J.)
Cc: Diez, Timothy (T.P.); Kern, Bob (R.S.)
Subject: ACT REQ: RE: Escape MAF sensor engine failure
Importance: High

Bob/Dave, how quickly can we get a new MAFS to Tim for our EMC vehicle currently going through testing?

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204

Phone & Fax: (313) 24-81686

E-Mail: lbodnar2@ford.com

Location: PDC 2H-F34

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

From: Diez, Timothy (T.P.)
Sent: Thursday, March 21, 2002 5:16 PM
To: Kern, Bob (R.S.); Bodnar, Les (L.R.)
Cc: Williamson, David (D.E.); Dalbo, Bob (R.J.)
Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure

Bob,

Would you please tell me the part number on the MAF.

Les,

I recognize the test characteristics of the MAF on the vehicle. Will you get underway in obtaining the updated one for me?

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

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

From: Bodnar, Les (L.R.)
Sent: Thursday, March 21, 2002 5:12 PM
To: Dalbo, Bob (R.J.); Diez, Timothy (T.P.)
Cc: Williamson, David (D.E.)
Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure
Importance: High

Bob, thanks.

Tim, updated MAFS p/n is below. Does this match?

Regards,
Les Bodnar
NAT E/E Systems & EDS - 2003 U204
Phone & Fax: (313) 24-81686
E-Mail: lbodnar2@ford.com
Location: PDC 2H-F34

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, March 21, 2002 4:38 PM
To: Williamson, David (D.E.)
Cc: Bodnar, Les (L.R.)
Subject: RE: INFO NEEDED: RE: Escape MAF sensor engine failure

P1100 is intermittent MAFS. Updated MAFS P/N: **1L2F-12B579-AA**

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2858 Email: rdalbo@ford.com

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

From: Williamson, David (D.E.)
Sent: Thursday, March 21, 2002 11:14 AM
To: Dalbo, Bob (R.J.)
Cc: Bodnar, Les (L.R.)
Subject: FW: INFO NEEDED: RE: Escape MAF sensor engine failure
Importance: High

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

From: Bodnar, Les (L.R.)
Sent: Thursday, March 21, 2002 11:09 AM
To: Williamson, David (D.E.)
Cc: Gokhale, Renuka (R.V.); Diaz, Timothy (T.P.); Jordan, Donald (D.E.)
Subject: INFO NEEDED: RE: Escape MAF sensor engine failure
Importance: High

Dave, EMC Testing recorded an engine code (see notes below). Can you please verify the part number and if our vehicle has the upgraded MAF sensor as described below? Thanks.

Regards,

Les Bodnar

NAT E/E Systems & EDS - 2003 U204

Phone & Fax: (313) 24-81686

E-Mail: lbodnar2@ford.com

Location: PDC 2H-F34

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

From: Diaz, Timothy (T.P.)
Sent: Wednesday, March 20, 2002 2:16 PM
To: Bodnar, Les (L.R.); Jordan, Donald (D.E.)
Cc: Gokhale, Renuka (R.V.); Diaz, Timothy (T.P.)
Subject: FW: Escape MAF sensor engine failure

Les,

I believe code P1100 is MAF sensor intermittent. Please confirm. Please also obtain for me the updated MAF sensor that we upgraded from the 01MY U204 to fix the EMC portion of the engine issue.

Don,

Is the number provided below the old MAF? (I hope so)

Sincerely,
Timothy Diaz
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiaz@ford.com

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

From: Kern, Bob (R.S.)
Sent: Wednesday, March 20, 2002 1:45 PM
To: Diaz, Timothy (T.P.)
Subject: RE: Escape

In the data highlighted in light green background with black bold text are the engine codes that were recorded. (i.e. PCM CODE: P1100 (CLEARED)).

MAFS part number(s): 12B579AA
1K30-2
6163538

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

From: Diaz, Timothy (T.P.)
Sent: Wednesday, March 20, 2002 11:56 AM
To: Kern, Bob (R.S.)


Subject: Escape

Would you please tell me if any trouble codes were set during the engines stall observed while RI testing?

Also, would you please send me the MAF number? Thanks.

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

From: Steven Lintaco [SLintac@mazdausa.com]
Sent: Thursday, January 09, 2003 3:00 PM
To: 'rsuarez8@ford.com'
Cc: 'rdalbo@ford.com'; 'gfournel@ford.com'; 'daltoni@ford.com'
Subject: Mazda TSB - Engine Cut


uzda_tsb-engine_qu:
.pdf Rhae,

Attached is the TSB requested in the meeting. Please see page 9, steps
22
thru 48 for the procedure to prevent back calibrating.

Steve

Subject: INTERMITTENT ENGINE QUIT OR IDLE DIP	Bulletin No: C1-014/02R
	Last Issued: 12/16/2002

NOTE

- This bulletin supersedes Last Issued: 10/01/2002.

APPLICABLE MODEL(S)/VINS

2001-2003 Tributes with 3.0L Duratec engine only built prior to 9/16/02.

DESCRIPTION

Some vehicles equipped with a 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately. Because of an intermittent nature, the condition may not be possible to duplicate.

When normal diagnostics cannot pinpoint the root cause, refer to the following Driveability Checklist for details.

REPAIR PROCEDURE

NOTE: This concern may have several causes so it is important to thoroughly complete each step.

NOTE: Make sure the vehicle is in the following conditions when performing all tests described below:

- 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

NOTE: Parts will be collected for warranty inspection and any unnecessary replacements will be debited.

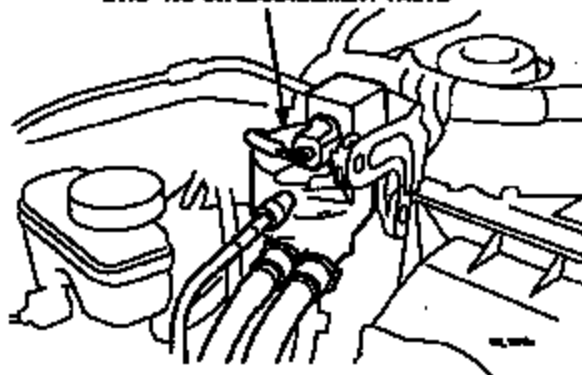
1. Inspection of Evaporative (EVAP) Vapor Management Valve

- a. Determine if the Evaporative Vapor Management (EVAPVM) duty cycle is operating properly. Monitor these parameters using PIDs - EVAPVM # (in percent) and FTP (in volts).
 - If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then reset back to 0% duty cycle while FTP hold at approximately 2.8 volts. If the duty cycle does not increase within 5 minutes, turn on the headlights and the AC with the blower on high. The duty cycle should start increasing within 5-10 minutes. Do not replace the EVAPVM valve if the duty cycle functions correctly.
 - If the duty cycle stops increasing and remains at 95-100% while Fuel Tank Pressure (FTP) holds at

CONSUMER NOTICE: The information and instructions in this bulletin are intended for use by skilled technicians. Mazda technicians utilize the proper tools/equipment and take training to correctly and safely maintain Mazda vehicles. These instructions should not be performed by "do-it-yourselfers." Customers should not assume this bulletin applies to their vehicle or that their vehicle will develop the described concern. To determine if the information applies, customers should contact their nearest authorized Mazda dealership.

approximately 2.6 volts, replace the EVAPVM valve with part number AJ03-18-741A.

EVAP VAPOR MANAGEMENT VALVE

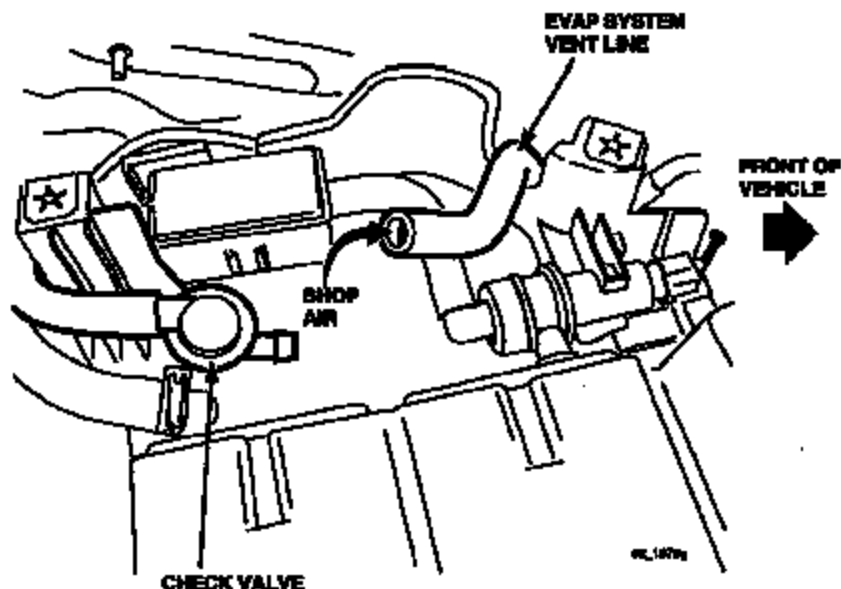


b. Verify corrective action, then proceed to Step 2.

2. Inspection of EVAP System Vent Line

- a. Disconnect the vent line in the evaporative emissions system from the check valve side. This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat.

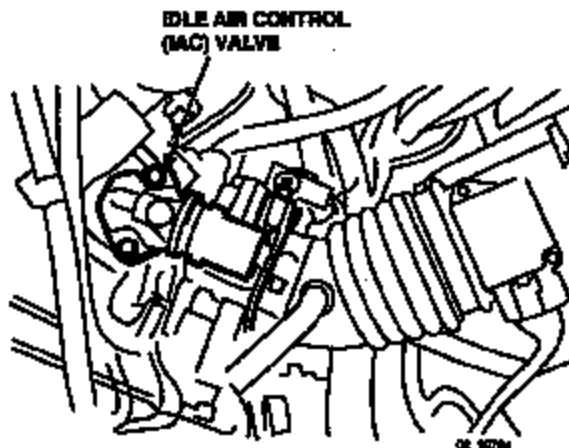
CANISTER ASSEMBLY WITH BRACKET REMOVED
(VIEW FROM UNDERNEATH VEHICLE)



- b. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines, so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases, can cause the condition to occur.
- a. Verify corrective action, then proceed to Step 3.

3. Inspection of Idle Air Control (IAC) Valve**a. Inspect the Idle Air Control (IAC) valve.**

- If the valve is not stamped with part number 1L8E-9F715-AA, replace with AJ71-20-850.

**b. Verify that IAC duty cycle is between 32-40% with no purge flow (EVAPVM duty cycle is 0%) and fuel trims (SHRTFT1, SHRTFT2, LONGFT1, LONGFT2) are less than 15%.**

- If IAC duty cycle is out of specification, replace the throttle body with part number AJ03-13-540B.
- If IAC duty cycle is within specification proceed to Step 3c now.

c. If the fuel trims are above 15%, disconnect the Mass Air Flow Sensor (MAF) and recheck the fuel trims.

- If the fuel trims drop to below 15%, replace the MAF sensor with part number 1F22-13-210A.
- If fuel trims stay above 15%, check for vacuum leaks and check the fuel system (Refer to Workshop Manual section 01-01 and 01-14 Troubleshooting and Fuel System).

d. Verify corrective action, then proceed to Step 4.**4. PCM Reflashing****a. Reprogram PCM with WDS version 21.5 or later. Only use WDS version 21.5 or later during this reprogramming.****b. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in the upper left corner of the barcode on the PCM.**

- If the PCM is an MPC 160, then replace with part AJY8-18-881D.
- If the PCM is an MPC 161, then just reprogram with WDS version 21.5 or later.

c. Verify the latest calibration was successfully reprogrammed.

- WDS should show latest calibration level as 1U7A-12A650-AYD if PCM tear tag is # SJC0, SJC1, or SJC2.
- For PCM tear tag # HQP1, HQP2, HQP3, or RKG0, the latest calibration level is 2U7A-12A650-CRB.
- For tear tag # BAR0 or BAR1, the latest calibration level is 5L6A-12A650-BC.

NOTE: For additional details on PCM reflashing, refer to the attached **PCM REFLASH PROCEDURE SUPPLEMENT**. Then proceed to Step 5.

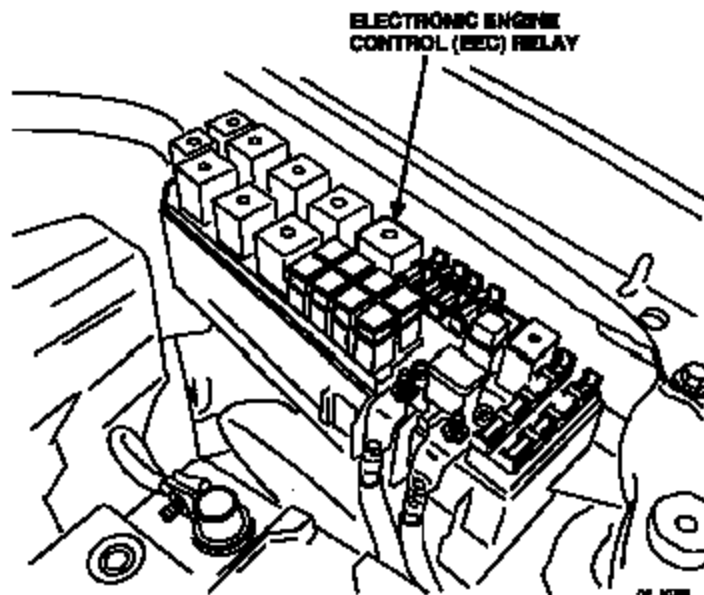
5. Inspection of Electronic Engine Control (EEC) Relay**a. Inspection of Electronic Engine Control (EEC) Relay.**

- If the Electronic Engine Control (EEC) relay has black stamped lettering, proceed to Step 6 now.
- If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay, BTDA-67-740, that is all black and has stamped lettering on the top surface.

NOTE: Both the new Hella service relay and the old relay have the same part number (BTDA-67-740). Make sure the relay you are installing has stamped lettering.

b. Confirm EEC relay female terminal tightness on the Battery Junction Box side using tester part number 49-L088-OA2-020 from the Mazda terminal repair kit.

- If loose, adjust terminals as needed.
- If okay, proceed to Step 6.



6. Inspection of Differential Pressure Feedback EGR (DPFE) Sensor Part Number

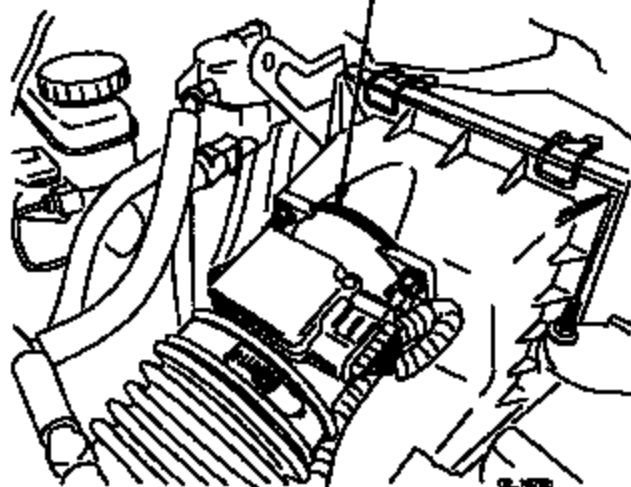
- If DPFE sensor is stamped with part number 2F1E-9J460-AA or AB, proceed to Step 7 now.
- If the DPFE sensor is stamped with part number YF1E-9J460-AD, check for a white dot on the sensor housing (note: white dot can be anywhere on housing). If there is a white dot, proceed to Step 7 now. If there is not a white dot, replace the DPFE with part 1F22-20-302A. Proceed to Step 7.

DIFFERENTIAL PRESSURE
FEEDBACK, EXHAUST GAS
RECIRCULATION (DPFEGR)
SENSOR

**7. Inspection of Mass Air Flow (MAF) Sensor Gasket**

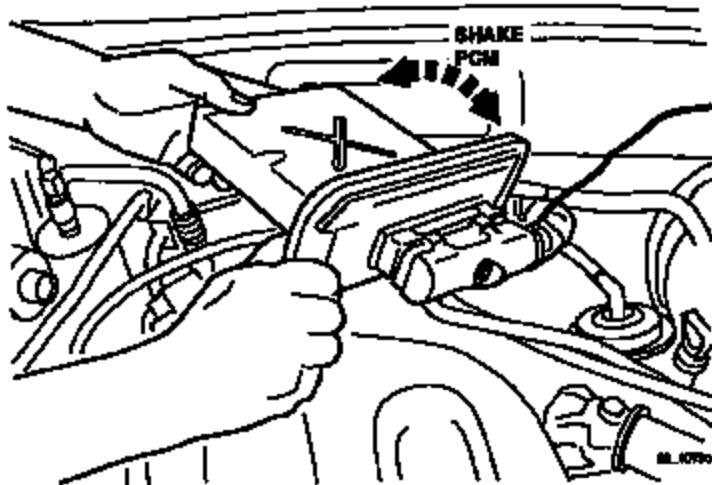
- a. Ensure the Mass Air Flow (MAF) sensor gasket is properly installed and not blocking the air stream by disconnecting the airbox and looking inside the airbox towards the MAF sensor. If gasket is damaged, replace with part A103-13-211. Proceed to Step 8.

MASS AIR FLOW
(MAF) SENSOR
GASKET



8. Verify PCM Harness Integrity

- a. Verify the PCM harness integrity by removing the module from the COWL and moving the PCM harness around while the engine is running. If any abnormalities are observed, repair/replace the harness. Proceed to Step 9.

**9. Inspection of Key Ring Weight**

- a. Inform the customer that significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the ignition may move the ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately).
- b. It is recommended that the customer attaches fewer keys to the key ring that retains the vehicle ignition key.
- c. Proceed to Step 10.

10. Road Test

- a. Road test the vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test.
- b. Ensure that there are no engine RPM dips below 680 RPM. Then proceed to Step 11.

11. Obtain an Authorized Modification PCM Label through MStore (part number 9999-95-AMDC-97) and list the date, dealer number, and summary of modifications performed. Select a prominent place adjacent to the Vehicle Emission Control Information Decal suitable for installing the Authorized Modifications Label. Clean the area, install the decal, and cover it with a clear plastic decal shield.

Bulletin No: 01-01402R

Last issued: 12/16/2002

PART(S) INFORMATION

Part Number	Description	Qty.	Notes
AJ71-20-660	Bypass Valve	1	
AJ03-13-640B	Throttle Body	1	
AJ03-18-741A	Valve, solenoid	1	
BTDA-67-740	Relay, coolant fan	1	Electronic Engine Control (EEC) Relay
AJY8-18-881D	Control unit, EGI	1	Powertrain Control Module (PCM) Replaces JYB2, JYB3 tear tag PCMs
1F22-13-210A	Reman Sensor Air Flow	1	
1F22-20-302A	Sensor, ENG	1	
AJ03-13-211	Gasket	1	

WARRANTY INFORMATION

NOTE: This information applies to verified customer complaints on vehicles covered under normal warranty. Refer to the SRT microfiche for warranty term information.

NOTE: Parts will be collected for warranty inspection and any unnecessary replacements will be debited.

Warranty Type	A
Symptom Code	05
Damage Code	9W
Part Number Main Cause	AJY8-18-881D
Quantity	0 or 1
Operation Number / Labor Hours	YY289XRX / 1.2 (includes reflashing of the PCM and vehicle repair) YY290XRX / 1.5 (includes replacement and reflashing of the PCM and vehicle repair)

PCM REFLASH PROCEDURE SUPPLEMENT

(All 2001 Model and early 2002 Model with PCM tear tag of "SJC0, SJC1, or SJC2", 2002 Model with PCM tear tag of HQP1, HQP2, HQP3, or RKG0, and 2003 Model with PCM tear tag BAR0 or BAR1)

NOTE:

- WDS shows the calibration part number after programming the PCM.
- Please be aware that PCM calibration part numbers and file names listed in any Service Bulletin may change due to future releases of WDS software and additional revisions made to those calibrations for service related concerns. When reprogramming a PCM, WDS will always display the "latest" calibration P/N available for that vehicle. If any calibration has been revised/updated to contain new information for a new service concern/issue, it will also contain all previously released calibrations.

Connect WDS to the vehicle and perform the below PCM calibration re-flash procedure. Please pay special attention to the following Vehicle PCM Information BEFORE beginning this procedure:

- If vehicle PCM tear tag # is JYB2, JYB3 (MPC-160 level) you must first replace PCM with a later style PCM with Tear Tag # of SJC0, SJC1, SJC2, or SJA3 (MPC-161 level) by performing the PROGRAMMABLE MODULE INSTALLATION (PMI) PROCEDURE (See Procedure 1).
- If vehicle PCM tear tag # is SJC0, SJC1, SJC2, HQP1, HQP2, HQP3, RKB0, BAR0, or BAR1 use WDS B21.5 or later and re-flash PCM by performing the "module reprogramming" procedure. (See Procedure 2)

The latest calibration PCM P/N for tear tag SJC0, SJC1, or SJC2 is 1U7A-12A850-AYD. File name is DOAR63W.

If vehicle PCM tear tag is HQP1, HQP2, HQP3, or RKG0, the latest calibration PCM P/N is 2U7A-12A850-CRB. File name is DOAR63Y.

If vehicle PCM tear tag is BAR0 or BAR1, the latest calibration PCM P/N is 3L6A-12A850-BG. File name is DOAV635.

Procedure 1

(For 3.0L vehicles with PCMs that have tear tag numbers of JYB2 or JYB3. For all other PCM tear tag numbers, refer to Procedure 2.)

Note: When replacing a powertrain control module (PCM), the following items are required:

- WDS with B21.5 or later software loaded.
- Minimum two ignition keys for reprogramming PATS (be sure to ask customer for ALL spare keys).
- Obtain new PCM part number AJY8-18-881D.
- With old PCM still in vehicle follow procedure below.

Note: When performing this procedure, if the WDS PTU is not docked and connected to 115V-120V, we recommend that a battery charger be installed on the vehicle battery and turned ON to a maximum charge of no more than 20 AMPS to keep the vehicle battery up to capacity. If you exceed 20 AMPS it will damage the WDS PTU.

1. Connect WDS DLC cable to vehicle's DLC connector (lower portion of dash in front of driver).
2. Press "16 PIN", "All except those below", and then press tick.
3. Screen shows cable hookup. Turn ignition switch to ON. Press Tick.
4. Screen shows WDS communicating with PCM "progress bar" and "Operation In progress".
5. Wait until WDS finishes collection of PCM information. (hard drive light quits flashing). Then the "Vehicle Specification" screen appears with VIN # information. It asks you "Is this correct? Press "Yes" if information is correct.

6. Screen appears to fill out R.O. information and mileage. Fill out information and then press tick. Or skip this by pressing tick.
7. With screen showing "Vehicle Specification", press "Tool Box".
8. Another menu appears. Select "Module programming" then press tick. "Please Wait" appears.
9. Then another menu appears. Select "Programmable module installation" then select "PCM" then press Tick.
10. Screen shows "Set ignition switch to OFF (position 0)". Do this and press tick.
11. Screen shows "Install a new module in vehicle". Replace the PCM with the new unit, then press tick.
12. Screen shows "Remove the fuses for fuel pump and additional fans as this may cause interference and battery drain during the programming process". Do this and press tick.
Note: There are two 50 amp fuses (on 3.0L) labeled "Main Fan" and "Add Fan". Remove only the 50 Amp fuses to deactivate the fans. Fuel pump is a mini fuse 20 amp (position 6) at front end of fuse box.
13. Screen shows "Set ignition switch to the ON position". Do this and press tick
14. Screen shows "Downloading data" box with "progress bar". Please wait 2-3 minutes.
15. Screen now shows "Set ignition switch to the OFF position". Do this and press tick.
16. Screen now shows "Set ignition switch to the ON position". Do this and press tick.
17. Screen shows "Set the ignition switch to OFF (position 0)". Do this and press tick.
18. Screen shows "Calibration has been loaded and checked". Press tick.
19. Screen shows "Re-install fuses for fuel pump and additional fans". Do this, then press tick.
20. Screen shows "Obtain a PCM label and fill in the PCM data shown with the data on the WDS screen. Install in the appropriate position. (New label should be in the new PCM part box) **DO NOT FILL OUT PCM LABEL AT THIS TIME!** Press tick.
21. Screen shows "start engine. Do not depress throttle". **THIS IS INCORRECT!!!!** You must follow the below procedure to start the vehicle:
 - Turn ignition OFF, Turn KEY ON (Count 3 secs. security light is ON solid) Turn key OFF, remove key.
 - Insert 2nd key, turn key ON, (security light stays ON for 3 secs. goes out) then start engine. Turn OFF engine, remove key.
 - both keys programmed.
22. Now with Key OFF, press "Select Systems Options" or "Menu" ICON (at the upper right hand side of screen). Press "EXIT" and push the green tick. This will return you to the "Vehicle Specifications" screen.
23. Now press the "Close session" ICON (lower left hand side of screen, 3rd ICON) and press "delete (deletes session)". Press tick.
24. Now, Press "16 PIN", "All except those below", and then tick.
25. Screen shows cable hookup. Turn ignition switch to ON. Press tick.
26. Screen shows WDS communicating with PCM "progress bar" and "Operation in progress".
27. Wait until WDS finishes collection of PCM information (hard drive light quits flashing). Then the "Vehicle Specification" screen appears with VIN # information. It asks you "Is this correct?" Press NO.
28. Then the "Vehicle Specification" screen appears again and asks: "Is this correct?" Press NO again.

29. Screen shows "Incorrect Calibration Programmed." Press tick.
30. Screen shows "To enable WDS to identify PCM, please enter one of the following information:"
 - PCM part number or
 - Calibration number (7, 10, or 15 digits) or
 - Tear tag numberPress tick.
31. Press the light blue box area next to "tear tag" and enter "SJC0, SJC1, SJC2, or SJA3" (whatever the tear tag number of the new PCM is) and press tick.
32. Vehicle specification screen appears asking "Is this correct?" Now press YES.
33. Screen shows "Turn ignition switch OFF". Do this and press tick.
34. Screen shows "Remove the fuses for fuel pump and additional fans as this may cause interference and battery drain during the programming process". Do this and press tick.
35. Screen shows "Turn ignition switch ON". Do this.
36. Screen shows "Downloading Data" box with progress bar. It takes approx. 2-3 minutes.
37. Screen shows "Turn ignition switch OFF". Do this. Press tick.
38. Screen shows "Turn ignition switch ON". Do this. Press tick.
39. Screen changes to "progress bar" and then changes to "Vehicle Specifications" with VIN # and asks "Is this correct?" Press Yes.
40. Screen to fill out R.O. information appears. Press tick.
41. "Vehicle Specifications" screen appears. Now Re-Install fan and fuel pump fuses.
42. Now select "Tool Box", then "Module Programming", then press tick. "Please wait" appears.
43. Now select "Module Reprogramming" and "PCM". Then press tick.
44. Screen should say "No later calibration is available on the system for this PCM. The latest level for this vehicle:1U7A-12A850-AYD. Obtain a PCM label and fill in the PCM data shown with the data on the WDS screen. Install it next to the vehicle emissions label on the hood.
45. Now press tick.
46. Now turn Key OFF, press "Select Systems Options" or "Menu" ICON (at the upper right hand side of screen). Press "EXIT" and push the green tick. This will return you to the vehicle specifications screen.
47. Now press the "Close session" ICON (lower left hand side of screen, 3rd ICON) and press "delete (deletes session)". Press tick.
48. Disconnect WDS cable. PCM is now programmed with the latest calibration. Roadtest vehicle to relearn Keep Alive Memory (KAM).
49. Go back to REPAIR PROCEDURE Step 5.

Procedure 2

(For 3.0L vehicles with PCMs that have tear tag numbers of SJC0, SJC1, SJC2, HQP1, HQP2, HQP3, RKG0, BAR0, or BAR1)

Note: When performing this procedure, if the WDS PTU is not docked and connected to 115V-120V, we recommend that a battery charger be installed on the vehicle battery and turned ON to a medium charge of no more than 20 AMPS to keep the vehicle battery up to capacity. If you exceed 20 AMPS it will damage the WDS PTU.

1. Connect WDS DLC cable to vehicle's DLC connector (lower portion of dash in front of driver).
2. Press "16 PIN", "All except those below", and then press tick.
3. Screen shows cable hookup. Turn ignition switch to ON. Press Tick.
4. Screen shows WDS communicating with PCM "progress bar" and "Operation in progress".
5. Wait until WDS finishes collection of PCM information. (hard drive light quits flashing). Then the "Vehicle Specification" screen appears with VIN # information. It asks you "Is this correct? Yes or No?" Press "Yes" if information is correct.
6. Screen appears to fill out R.O. information and mileage. Fill out information and then press tick. Or skip this by pressing tick.
7. On certain tear tag PCM's ONLY, screen will appear showing the "Standard Equipment Module". Press "Exit", then tick.
8. For all other PCM tear tag numbers, screen now return to the "Vehicle Specification".
9. Now press the "tools" tab on the top, then "Module Programming". Then press tick.
10. Screen will show "Please Wait." then another menu appears:
 - Programmable Module Installation
 - Module Reprogramming
 - Programmable Parameters
11. Press "Module Reprogramming" then PCM, then press tick.
12. Screen shows "A later calibration is available, P/N 1U7A-12A850-AYD filename: DOAR63W OR it will show 2U7A-12A850-CRB Filename: DOAR63Y OR it will show 3L8A-12A850-BC Filename: DOAV635. Do you want to program the PCM with it. Press YES.
13. Screen will say to ensure battery is good to run test. Then press Tick.
14. Screen will now say that KOEO test will be run before reprogramming to check for hard faults. Press tick.
15. Screen now shows self test preparation screen. Ensure that all parameters are met then press tick.
16. Screen now shows "Performing test-Please Wait"
17. Screen will now show if any codes are stored.

NOTE: If any codes are stored they need to be addressed before recalibration. If no codes are stored proceed to next line.
18. If No Codes are stored press "EXIT". Then the tick mark.
19. Screen now shows "Set ignition switch to the OFF position". Do this and press tick.

20. Screen shows "Remove the fuses for fuel pump and cooling fans as this may cause interference and battery drain during the programming process". Do this and press Tick.

Note: There are two 50 amp fuses (on 3.0L) labeled "Main Fan" and "Add Fan". Remove only the 50 Amp fuses to deactivate the fans. Fuel pump is a mini fuse 20 amp (position #6) at front end of fuse box.

21. Screen shows "Set ignition switch to the ON position". Do this.

22. Screen shows "Downloading data" box with "progress bar". Please wait 2-3 minutes.

23. Screen now shows "Set ignition switch to the OFF position". Do this and press tick.

24. Screen now shows "Set ignition switch to the ON position". Do this and press tick.

25. Screen now shows "Set ignition switch to the OFF position". Do this and press tick.

26. Screen shows "Calibration has been loaded and checked". Press tick.

27. Screen shows "Re-install fuses for fuel pump and cooling fans". Do this, then press tick.

28. Screen shows "Obtain a PCM label and fill in the PCM data shown with the date on the WDS screen. Calibration P/N is: 1U7A-12A850-AYD, 2U7A-12A850-CRB, or 3L8A-12A850-BC. Install PCM label next to the vehicle emission label on the hood.

29. Screen shows "Start engine. Do not depress throttle". Do this and press tick.

30. Screen shows "operation successful- procedure complete". Press Tick.

31. Screen now shows "Turn key off" - Do this then press tick.

32. Vehicle PCM calibration is now updated.

33. Disconnect WDS cable. Roadtest vehicle to relearn Keep Alive Memory (KAM).

34. Go back to REPAIR PROCEDURE 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.

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" 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 Lintiacco
> 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
> CCAPUZZO@mazdausa.com

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

> From: Steven Lintiacco
> 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 Antunes; 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 Lintiacco
> 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) duty cycle is operating properly. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then "reset" back to 0% duty cycle while FTP holds at approximately 2.6 volts. If the duty cycle does not increase within 5 minutes, turn on the headlights and the AC with the blower on high. The duty cycle should start increasing within 5-10 minutes". Do not replace the EVAPVM valve if the duty cycle functions correctly. If the duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts, replace the EVAPVM valve with part number AJ03-18-741A. Verify corrective action then proceed to Step 5.

From: Suarez, Rhse (R.)
Sent: Thursday, October 31, 2002 1:57 PM
To: Lawler, Dave (D.A.); Terzes, Laura (L.D.); Price, Martin (M.); Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)
Subject: FW: 97-4373 R4 SSM 2001-2003 Escape 3.0L - Reprogram PCM and TSB dri (FCSD Global Template v1.0 Notification)

FYI - SSM# 16374 is released

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

From: mvanholl@ford.com [mailto:mvanholl@ford.com]
Sent: Thursday, October 31, 2002 1:56 PM
To: rsuarez8@ford.com
Subject: 97-4373 R4 SSM 2001-2003 Escape 3.0L - Reprogram PCM and TSB dri (FCSD Global Template v1.0 Notification)

*(Begin automated email)

PRIVILEGED AND CONFIDENTIAL
Confidential Information - Do Not Distribute
*** DRAFT ***

This message is being sent on behalf of mvanholl to sferrise@ford.com, aferna27@ford.com, jgutie30@ford.com, kmontgol@ford.com, techhot@ford.com, rsuarez8@ford.com, ldallape@ford.com for purposes of email compatibility.

You are requested to provide input to the author of this message. Forward/send any comments to the author of this message only.

Comments:
This is now active.

Author: rsuarez8
Request Type: SSM
Title (subject): 2001-2003 Escape 3.0L - Reprogram PCM and TSB driveability Checklist
Applications:
(application 1) 2001-2003 Escape 3.0L

Activity Code: 063 LHD ESCAPE/MAVERICK
QSF/Non-QSF Status: Non-QSF Item
Tracking Number: 97-4373 R4
Is this a publication specs concern? No
Does this request supersede an active TSB/SSM/ISM? No
TSB/SSM/ISM to supersede:
Message Type: Interim
Other applicable articles:
Date Repair was Verified: 7/26/2002 4:00:00 PM
Repair Verified by CDSID: msander6
Repair Verification: Engineering has tested to verify fix. Production will be implementing same actions.
Are Parts Required? Yes
Are Illustrations Required?
Contact information for additional illustrations:
CDSID:

Name:
Phone:
Illustration notes:

Is Calibration CD required? Yes

Calibrations:

{calibration 1} 0M11A30512 0M11A30512 1U7A AXB 1U7A AXD 2001 ESCAPE -
FORD ATF3
{calibration 2} 0M11B30512 0M11B30512 1U7A AZB 1U7A AZD 2001 ESCAPE -
CAA ESG3
{calibration 3} 2M11A30510 2M11A30510 2U7A CZA 2U7A CZB 2002 ESCAPE -
FORD NSF1
{calibration 4} 2M11B30510 2M11B30510 2U7A CPA 2U7A CPB 2002 ESCAPE -
CAA PVN1
{calibration 5} 3M11A30510 3M11A30511 3L8A BA 3L8A BC 2003 ESCAPE - FORD
BAR2
{calibration 6} 3M11B30510 3M11B30511 3L8A CA 3L8A CC 2003 ESCAPE - CAA
CAS2

Has a White Paper or Certification Wire been sent to VEE? YesDate White
Paper or Certification Wire sent to VEE: 8/22/2002 5:30:00 PMHave you
completed a part request for the calibrations listed? YesDo you have
access to a vehicle for time study? N/AContact for vehicle CDSID:

Trustmarks that apply: Ford

Article Distribution: WDMO; NA: Canada, Mexico, United States

OASIS Service Codes: 607000 607400 607500 607600 607700 611000 611500
614000 614500 614600

Causal Basic Part # or Finis Code:

Issue/Cause TSB or SSM Text:

Some 2001-2003 Escape vehicles equipped with a 3.0L Duratec engine may
exhibit an intermittent engine quit and restart condition. This is
usually a
one-time event during closed throttle deceleration with no Diagnostic
Trouble

Codes (DTCs) and no Malfunction Indicator Lamp (MIL). To service,
perform

'all' steps in TSB 02-11-06 and reprogram PCM with latest calibration
from WDS version 21.3 or later. 2001 & EARLY BUILD 2002 MODELS WILL
UPDATE TO

1U7A-AXD, ALL OTHER 2002 MODELS WILL UPDATE TO 2U7A-CZB, AND EARLY 2003
MODELS WILL UPDATE TO 3L8A-BC. Updated TSB to follow.

Repair Action TSB:

Service Procedure TSB:

WERS Concern Number, Date Released in WERS

QSF single agenda date/program FRC date: 12:00:00 AM

Parts:

{part 1} PCM 1U7A-12A650-AXD 1 1U7Z 12A650 AXD 1U7A 12A650 AXC

Rework

{part 2} PCM 1U7A-12A650-AZD 1 1U7Z 12A650 AZD 1U7A 12A650 AZC

Rework

{part 3} PCM 2U7A-12A650-CZB 1 2U7Z 12A650 CZB 2U7Z 12A650 CZA

Rework

(part 4) PCM 2U7A-12A650-CPB 1 2U7Z 12A650 CPB 2U7Z 12A650 CPA
Rework
(part 5) PCM 3L8A-12A650-BC 1 3L8Z 12A650 BC Rework
(part 6) PCM 3L8A-12A650-CC 1 3L8Z 12A650 CC Rework

Special instructions/remarks:

Repairs Per 1000 Vehicles: 12
Year(s) of Vehicles: Two Years Old
Criticality of Fix: Dependability perceived affected

Repair quantity needed as estimated by engineers: 1400

Is geographic location significant? No

If Yes, Vehicle Populations:

United States: 250000

Ford of Canada: 40000

Association: 0

Ford of Mexico: 10000

Europe: 0

Direct: 0

Asia/Pacific: 0

South America: 0

WDMO: 10000

Aston Martin: 0

Mazda: 0

Ford: 310000

Mercury: 0

Jaguar: 0

Think: 0

Land Rover: 0

Volvo: 0

Lincoln: 0

Nissan: 0

VW: 0

SSM Number: 16374

BCM Number: 9956

Last act taken (as of 31-Oct-2002, 1:55:38 PM): Final/Complete

(End automated email)*

From: Dalbo, Bob (R.J.)
Sent: Tuesday, July 30, 2002 1:07 PM
To: 'Nikolai, Bernie (B.E.)'
Cc: Andrew Woodings; Gilbert Fournelle; Hookaday Jr., John (J.C.); John Bogema; John Matasa; Milkota, Dennis (D.P.); Muriel Sanders; Robert Hurley; Roger Mandzlik
Subject: RE: C11236347

Bernie,
I believe we can support this timing provided we learn how to order the prototype modules.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31788
Pager: (313) 795-2858 Email: rdalbo@ford.com

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

From: Nikolai, Bernie (B.E.) [<mailto:bnikolai@visteon.com>]
Sent: Tuesday, July 30, 2002 8:35 AM
To: Dalbo, Bob (R.J.)
Subject: RE: C11236347

Bob,

With a 10/21 4P trial date the MRD is most likely around 10/14. This means NPEF would have to ship no later than 10/11. This being the case, they would need the telegram by 9/30 and the cal. freeze should occur by 9/16. Is this possible?

Bernie Nikolai
Visteon Powertrain Control Systems
PH: 313-755-1401
FAX: 313-755-2857
bnikolai@visteon.com

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

From: Dalbo, Bob (R.J.) [<mailto:rdalbo@ford.com>]
Sent: Monday, July 29, 2002 6:04 PM
To: 'Nikolai, Bernie (B.E.)'
Subject: RE: C11236347

Bernie,
When (how late?) do you need it to support your MRDs?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT

Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdaibo@ford.com

—Original Message—

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Friday, July 26, 2002 6:13 AM
To: Dalbo, Bob (R.J.)
Cc: Mazzella, Stephanie (S.R.); Bogema, John (P.); Jordan, Donald (D.E.); 'Rusu, Jessica (J.L.)'
Subject: RE: C11236347

Bob,

This is for the anti-reverse rotation feature. I believe you need to provide timing on when the JOB2 calibration release will occur.

Bernie Nikolai

Visteon Powertrain Control Systems

PH: 313-755-1401

FAX: 313-755-2857

bnikolai@visteon.com

—Original Message—

From: Rusu, Jessica (J.L.) [mailto:jrusu@ford.com]
Sent: Thursday, July 25, 2002 5:58 PM
To: Dalbo, Bob (R.J.); 'Nikolai, Bernie (B.E.)'; Jordan, Donald (D.E.)
Cc: Mazzella, Stephanie (S.R.); Bogema, John (P.)
Subject: RE: C11236347

We need to get the APED notice released.

-J. Rusu

—Original Message—

From: Dalbo, Bob (R.J.)
To: Nikolai, Bernie (B.E.); Rusu, Jessica (J.L.); Jordan, Donald (D.E.)
Cc: Mazzella, Stephanie (S.R.); John Bogema
Sent: 7/25/02 4:53 PM
Subject: RE: C11236347

Bernie/Don/Jessica,

What do you need from calibration for this concern to progress?

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

—Original Message—

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Thursday, July 25, 2002 1:27 PM
To: 'Rusu, Jessica (J.L.)'

Cc: Jordan, Donald (D.E.); Mazzella, Stephanie (S.R.); 'rdalbo@ford.com'
Subject: RE: C11236347

Jessica,

Ford is responsible for the calibration release. Please contact Bob Dalbo for information.

Bernie Nikolai
Visteon Powertrain Control Systems
PH: 313-755-1401
FAX: 313-755-2857
bnikolai@visteon.com

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

From: Rusu, Jessica (J.L.) [mailto:jrusu@ford.com]
Sent: Thursday, July 25, 2002 9:45 AM
To: 'bnikolai@visteon.com'
Cc: Jordan, Donald (D.E.); Mazzella, Stephanie (S.R.)
Subject: C11236347

Bernie,

I'm following up on this Electrical Concern for Don Jordan.

Description: As a quality improvement, add a crank wire anti-reverse rotation feature (affects PCM & Wiring.)

This Concern has been approved ("A" status), but the APED notice is still at "W" or work status. We need to get this Concern Released to make Job 2 timing:

Parts 100% PSW:	10/14/02
4P trial:	10/21/02
Job#2:	12/2/02

Stephante, I would appreciate any help you could provide Don Jordan in moving this Concern to Release. Thanks,

Jessica Rusu
2003 MY Escape/Tribute Program Management
Product Development Center, 2H-G47
jrusu@ford.com
Phone: (313) 59-47544
Pager: (313) 814-0353

<<Blank Bkgnd.gif>>

From: Sanders, Muriel (M.S.)
Sent: Thursday, July 11, 2002 1:59 PM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Suarez, Rhoe (R.); Price, Martin (M.); Altounian, Don (D.J.); Lintaco, Steven (S.); Rothwaller, Daniel (D.)
Subject: TSB Revision

Here is the revised TSB. The red text is part numbers or other information that we still need. The blue text is information that I want to verify before we release the TSB. Please read the draft and send me your feedback. If you can verify any of the red or blue text that would help me. Thanks.


TSB Revision_A.doc

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

ISSUE:

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately. The condition may not be possible to duplicate.

ACTION:

In addition to normal diagnostics perform all of the following Driveability Checklist. Please perform the checklist even if the concern cannot be duplicated.

SERVICE PROCEDURE

Please use the following conditions for all tests described below:

- 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

NOTE: ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS. IF RPM IS OVER 750 RPM, MOMENTARILY OPENING AND CLOSING THE THROTTLE WILL LOWER THE RPM.

1. With WDS version *B17.1* (U.S.) or *B17.15* (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle is operating properly. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve if the duty cycle functions correctly. If the duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts, replace the EVAPVM valve with part number YL8Z-9C915-AA. Verify corrective action, and then proceed to Step 2.
2. Disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases stalling occurs. Verify corrective action, and then proceed to Step 3.
3. Inspect the Idle Air Control (IAC) Valve. If it is part number YF1Z-9F715-AA, replace with part number 1L8E-9F715-AA. If the valve is part number 1L8E-9F715-AA do not replace the valve. Verify that IAC duty cycle is between 32-40% with no purge flow (EVAPVM duty cycle is 0%) and short-term fuel trims (SHRTFT1 and SHRTFT2) are less than 20%. If IAC duty cycle is within specification proceed to Step 4 now. If IAC duty cycle is out of specification, replace the throttle body with part number 2L8Z-9E926-AB. If the fuel trims are above 20%, disconnect the Mass Air Flow Sensor (MAF) and recheck the fuel trims. If the fuel trims drop to below 20%, replace the MAF

- sensor with part number 1L2Z-12B579-BA. If fuel trims stay above 20%, check for insufficient fuel flow. Verify corrective action, and then proceed to Step 4.
4. For vehicles sold in the U.S. and Canada perform the following: For 2001MY and 2002MY vehicles built before 11/2/01 (calibration begins with 0M11...), replace the PCM with part number ###. For 2002 vehicles built on 11/2/01 or later (calibration begins with 2M11...), replace the PCM with part number ###. Proceed to Step 5.
 5. For vehicles sold in Mexico perform the following: For 2001MY and 2002MY vehicles built before 11/2/01 (calibration begins with 0M11...), replace the PCM with part number ###. For 2002 vehicles built on 11/2/01 or later (calibration begins with 2M11...), replace the PCM with part number ###. Proceed to Step 6.
 6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (FOAZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 700-06-00-37 Battery Junction Box. Proceed to Step 7.
 7. Inspect the dPFE sensor part number. If dPFE sensor is part number 2F1Z-8J460-AA, proceed to Step 8 now. If the dPFE sensor is part number YF1Z-9J460-AD, check for a white dot on the sensor housing (note: white dot can be anywhere on housing). If there is a white dot, proceed to Step 8 now. If there is not a white dot, replace the dPFE with part number 2F1Z-8J460-AA. Proceed to Step 8.
 8. Ensure the Mass Air Flow (MAF) sensor gasket is properly installed and not blocking the air stream by disconnecting the air box (part number ###) and looking inside the air box towards the MAF sensor. Proceed to Step 9.
 9. Verify the PCM harness (part number ###) integrity by removing the module from the COWL and moving the PCM harness around while the engine is running. If any abnormalities are observed, repair/replace the harness. Proceed to Step 10.
 10. Warn the customer that significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the Ignition may move the Ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key. Proceed to Step 11.
 11. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 680 RPM. If RPM dips are observed, please call the dealer technical hotline (phone number) for further actions.

From: Sanders, Muriel (M.S.)
Sent: Tuesday, July 16, 2002 1:08 PM
To: Rothweiler, Daniel (D.); Price, Martin (M.); Limfaco, Steven (S.); Dalbo, Bob (R.J.);
Fournelle, Gilbert (G.); Suarez, Rhae (R.); Altoonian, Don (D.J.)
Subject: TSB Revision

Here is the draft of the TSB with everyone's changes. I still need to know what WDS version to use. Rhae/Marti, can you help with that????



TSB Revision_B.doc

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

ISSUE:

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately. Because of an intermittent nature, the condition may not be possible to duplicate.

ACTION:

In addition to normal diagnostics perform all of the following Driveability Checklist. Although the condition may not be possible to duplicate, it is recommended to perform this bulletin checklist in its entirety to resolve the concern.

SERVICE PROCEDURE

Please use the following conditions for all tests described below:

- 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

NOTE: ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS. IF RPM IS OVER 750 RPM, MOMENTARILY OPENING AND CLOSING THE THROTTLE WILL LOWER THE RPM.

1. With WDS version *TBD* (U.S.) or *TBD* (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle is operating properly. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve if the duty cycle functions correctly. If the duty cycle stops increasing and remains at 85-100% while FTP holds at approximately 2.6 volts, replace the EVAPVM valve with part number YL8Z-9C915-AA. Verify corrective action then proceed to Step 2.
2. Disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases, can cause the condition to occur. Verify corrective action then proceed to Step 3.
3. Inspect the Idle Air Control (IAC) Valve. If it is part number YF1E-9F715-AA, replace with part number 1L8Z-9F715-AA. If the valve is part number 1L8E-9F715-AA do not replace the valve. Verify that IAC duty cycle is between 32-40% with no purge flow (EVAPVM duty cycle is 0%) and fuel trims (SHRTFT1, SHRTFT2, LONGFT1, LONGFT2) are less than 15%. If IAC duty cycle is within specification proceed to Step 4 now. If IAC duty cycle is out of specification, replace the throttle body with part number 2L8Z-9E928-AB. If the fuel trims are above 15%, disconnect the Mass Air Flow Sensor (MAF) and recheck the fuel trims. If the fuel trims drop to below 15%, replace the MAF

sensor with part number 1L2Z-12B579-BA. If fuel trims stay above 15%, check for vacuum leaks and check the fuel system. Verify corrective action then proceed to Step 4.

4. For vehicles sold in the U.S. and Canada perform the following: Reprogram PCM with WDS version *TBD* or later. Only use WDS version *TBD* or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7A-12A650-AXC. If the PCM is MPC 161, then just reprogram with WDS version *TBD* or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7A-12A650-AXC for 2001MY and 2U7A-12A650-CZA for 2002MY. Note that some early 2002 vehicles may have the 2001 calibration. Proceed to Step 5.
5. For vehicles sold in Mexico perform the following: Reprogram PCM with WDS version *TBD* or later. Only use WDS version *TBD* or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7A-12A650-AZC. If the PCM is MPC 161, then just reprogram with WDS version *TBD* or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7A-12A650-AZC for 2001MY and 2U7A-12A650-CPA for 2002MY. Note that some early 2002 vehicles may have the 2001 calibration. Proceed to Step 6.
6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (FOAZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 700-06-00-37 Battery Junction Box. Proceed to Step 7.
7. Inspect the dPFE sensor part number. If dPFE sensor is part number 2F1Z-9J480-AA, proceed to Step 8 now. If the dPFE sensor is part number YF1Z-9J480-AD, check for a white dot on the sensor housing (note: white dot can be anywhere on housing). If there is a white dot, proceed to Step 8 now. If there is not a white dot, replace the dPFE with part 2F1Z-9J480-AA. Proceed to Step 8.
8. Ensure the Mass Air Flow (MAF) sensor gasket is properly installed and not blocking the air stream by disconnecting the airbox and looking inside the airbox towards the MAF sensor. If gasket is damaged, replace with part YL8Z-9E931-CA. Proceed to Step 9.
9. Verify the PCM harness integrity by removing the module from the COWL and moving the PCM harness around while the engine is running. If any abnormalities are observed, repair/replace the harness. Proceed to Step 10.
10. Inform the customer that significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the Ignition may move the Ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle Ignition key. Proceed to Step 11.
11. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 680 RPM. If RPM dips are observed, please call the Ford Technical Hotline for possible recommendations.

From: Sanders, Muriel (M.S.)
Sent: Wednesday, July 17, 2002 11:12 AM
To: Suarez, Rhae (R.)
Co: Rothweiler, Daniel (D.); Pries, Martin (M.); Lintiac, Steven (S.); Dalbo, Bob (R.J.);
Fournelle, Gilbert (G.); Alconian, Don (D.J.)
Subject: RE: TSB Revision

Rhae, this should be the final draft.

FYL...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: msander6@ford.com

ISSUE:

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately. Because of an intermittent nature, the condition may not be possible to duplicate.

ACTION:

In addition to normal diagnostics perform all of the following Driveability Checklist. Although the condition may not be possible to duplicate, it is recommended to perform this bulletin checklist in its entirety to resolve the concern.

SERVICE PROCEDURE

Please use the following conditions for all tests described below:

- 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

NOTE: ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS. IF RPM IS OVER 750 RPM, MOMENTARILY OPENING AND CLOSING THE THROTTLE WILL LOWER THE RPM.

1. Determine if the Evaporative Vapor Management (EVAPVM) duty cycle is operating properly. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve if the duty cycle functions correctly. If the duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts, replace the EVAPVM valve with part number 1L8Z-9C915-AA. Verify corrective action then proceed to Step 2.
2. Disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is 1L8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases, can cause the condition to occur. Verify corrective action then proceed to Step 3.
3. Inspect the Idle Air Control (IAC) Valve. If it is part number YF1E-9F715-AA, replace with part number 1L8Z-9F715-AA. If the valve is part number 1L8E-9F715-AA do not replace the valve. Verify that IAC duty cycle is between 32-40% with no purge flow (EVAPVM duty cycle is 0%) and fuel trims (SHRTFT1, SHRTFT2, LONGFT1, LONGFT2) are less than 15%. If IAC duty cycle is within specification proceed to Step 4 now. If IAC duty cycle is out of specification, replace the throttle body with part number 2L8Z-8E926-AB. If the fuel trims are above 15%, disconnect the Mass Air Flow Sensor (MAF) and recheck the fuel trims. If the fuel trims drop to below 15%, replace the MAF sensor with part number 1L2Z-12B579-BA. If fuel trims stay above 15%, check for

vacuum leaks and check the fuel system. Verify corrective action then proceed to Step 4.

4. For vehicles sold in the U.S. and Canada perform the following: Reprogram PCM with WDS. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7A-12A850-AXC. If the PCM is MPC 161, then just reprogram with WDS. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7A-12A850-AXC for 2001MY and 2U7A-12A850-CZA for 2002MY. Note that some early 2002 vehicles may have the 2001 calibration. Proceed to Step 5.
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8. Ensure the Mass Air Flow (MAF) sensor gasket is properly installed and not blocking the air stream by disconnecting the airbox and looking inside the airbox towards the MAF sensor. If gasket is damaged, replace with part YL8Z-9E931-CA. Proceed to Step 9.
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10. Inform the customer that significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the ignition may move the ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key. Proceed to Step 11.
11. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 600 RPM. If RPM dips are observed, please call the Ford Technical Hotline for possible recommendations.

From: Jensen, Ted (T.E.)
Sent: Friday, June 28, 2002 1:59 PM
To: Fournelle, Gilbert (G.)
Subject: Fuel filter

Gilbert,

I ordered 3 Taurus/Sable filters (E7DZ-9155-A) and 12 3.0L Escape filters (1F1Z-9155-AB). There are two distinct numbers for the parts. They do look similar in the diagram that I found. The valve for the Taurus/Sable can be ordered one each and the Escape must be ordered in boxes of 12. That sounds to me like the parts may come from Japan. The Escape part is a little cheaper than the Taurus/Sable part.

I looked in the AWS at repairs/replacements of the fuel filter. The Escape has 83 repairs for 25 MIS and a volume of 280K vehicles. The Taurus/Sable has 982 repairs for 23 MIS and a volume of 715K vehicles.

Ted

From: Pepitone, Gil (J.)
Sent: Friday, June 28, 2002 6:15 PM
To: Fournelle, Gilbert (G.)
Cc: Pepitone, Gil (J.); Corbett, Sandra (S.M.); DiAngelo, Renaldo (R.); Altonian, Don (D.J.); Dalbo, Bob (R.J.)
Subject: VDR Data your requested from St. Croix

Hi Gilbert: I got the two Drive Items on the last morning before I left St. Croix- this the data you wanted via WDS VDR recordings.

However..... When I tried to copy it to a floppy, I could not figure it out. I called NHL WDS desk and they tried, but failed. I also was going to catch my plane in 1 1/2 hrs that past Tues morning.

Good News: I DO have the data still in the VDR. I SHOULD be able to copy to on a local WDS and then call another Hotliner to find out how to copy it to a floppy. I will also perform this on a WDS with a Fordstar Link so you can download it directly if I cannot make my copy. But I think I could, since I will have more time, this time.

I took a quick look at the Purge Cycle Vs. Rich HEGO shift: none of the three events showed a rich shift longer than 4 seconds. This is good. But Don told me today that you have data showing much longer rich shift time periods. Oh well.....

As for the Mod Engine Temp Heavy Hesitation, I go that too. I did not look at the data, but I DID get all the PIDS you wanted. Ple recall I had recorded this same type of event on other Units (sans spark advance), but did not see anything wrong. Recall this event is with your new calibration, which was in use for some time before the Test. No empty KAM fuel strategy in this case..

I will try to download and copy Monday. You will be hearing from me on this.

Lastly, maybe you wanna try this "cold" engine temp Accel yourself at the Test Track's "hill". Start up at the fuel fill area after a overnight soak, and then stop at the start of the grade while stilling at an angle. Try a lite (1.5v-2v TP) Accel. Repeat until you get to full operating temp. Just roll backwards to repeat.

I hope my experience was due to local island fuel, and not the new calibration.

Thank you,
Gil Pepitone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-9989
Cell Phone 954-242-2066
With Warranty you are Paying for the Sins of the Past


From: Peplone, Gil (J.)
Sent: Monday, July 01, 2002 11:38 PM
To: Fournelle, Gilbert (G.)
Cc: Corbett, Sandra (S.M.); DiAngelo, Renaldo (R.); Altoonlan, Don (D.J.); Dalbo, Bob (R.J.); Peplone, Gil (J.)
Subject: RE: VDR Data your requested from St. Croix

Hi Gilbert: here's the data your requested. I hope to can find a WDS to download them onto and review the info. I do not think you can just open it from a desktop.

The first are three recordings of three moderate engine temp hesitations. I was at the foot of a 20 percent grade, trying to climb from a stop. I applied a relatively light throttle. Note that when near operating temp, the Unit would climb up easily.

The last recording, number three, starting about the 11.5 second mark was the one that was the worst, all out flat/no vehicle movement accel. While the RPM drop may not seem like much, the vehicle just would not move an inch, as the engine pattered with the same throttle angle applied.


The prior two recordings show a slight hes. I got all the PIDS you wanted.


ree mod cold engine
Hesitati...

This second three recording show the relationship of HEGO signal after the purge cycle was above 75% with a 8 hr+ soak. These are three separate events.

If you are wondering how I knew when to push the VDR button, well, I first had NGS connected to the DCL, then just as the VMV was cycling about 70%, I quickly switched to the VDR and pulled my foot out of the throttle and THEN pushed the button. It worked for all three evental What a trick to do this on those twisting roads about 40 MPH!

Note that the HEGOS really did not rich shift for very long.


30 state after stan
of purg...

Pls contact me if you need any additional feedback or explanations.

Also, pls advise on your efforts to replicate my reported discovery; as it appears the new calibration still has this Concern of Hesitation during moderate cold engine temp.

Thank you,
Gil Peplone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-8989
Cell Phone 954-242-2088

"With Warranty you are Paying for the Sins of the Past"

—Original Message—

From: Pepitone, Gil (J.)
Sent: Friday, June 28, 2002 6:15 PM
To: Fournelle, Gilbert (G.)
Cc: Pepitone, Gil (J.); Corbett, Sandra (S.M.); DiAngelo, Renaldo (R.); Alconian, Don (D.J.); Dalbo, Bob (R.L.)
Subject: VDR Data your requested from St. Croix

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I hope my experience was due to local island fuel, and not the new calibration.

Thank you,
Gil Pepitone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-9989
Cell Phone 954-242-2068
"With Warranty you are Paying for the Sins of the Past"

From: Dalbo, Bob (R.J.)
Sent: Wednesday, June 19, 2002 10:58 AM
To: Kanai, Shinji (S.); Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Aynessazian, Kam (K.); Badgley, Joel (J.K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Cary Powell; Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Grewal, Bill (B.S.); Grimes, Jeff (J.R.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald; Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Limtiaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Mandziuk, Roger (R.S.); Marck, Edmond (E.C.); Matesa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Naveed Khan; Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortman, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Alden (A.P.); Shah, Kiran (K.C.); Shirahi, Masaru (M.); Stippenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Veenstra, Tim (T.W.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Lee (LHW.); Yeung, Lam (.)
Subject: RE: One example of Engine quit

Kanai-san,
This is the exact problem we have been working on. If your dealer services your vehicle per the TSB and ISM we have released, we believe your issue should be resolved.

Mr. Limtiaco,
Can you please help ensure Kanai-san's vehicle is properly serviced?

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: Shinji Kanai [mailto:kanai.sh@sv.mazda.co.jp]
Sent: Wednesday, June 19, 2002 10:05 AM
To: 'Sanders, Muriel (M.S.)'; 'Altoonian, Don (D.J.)'; 'Aynessazian, Kam (K.)'; 'Badgley, Joel (J.K.)'; 'Bauer, Scott (S.C.)'; 'Bhojwani, Kamal (K.)'; 'Blackburn, Thomas (T.J.)'; 'Bogema, John (P.)'; 'Cary Powell'; 'Chick, John (J.)'; 'Chih, Ming-Niu (M.N.)'; 'Chin, Darrel (D.)'; 'Corbett, Sandra (S.M.)'; 'Dalbo, Bob (R.J.)'; 'Dan Rothweiler'; 'De Pena, Juan (J.E.)'; 'Diaz, Timothy (T.P.)'; 'Fascetti, Bob (R.J.)'; 'Fournelle, Gilbert (G.)'; 'Freeland, Mark (M.)'; 'Giles, Stuart (S.)'; 'Gokhale, Renuka (R.V.)'; 'Grewal, Bill (B.S.)'; 'Grimes, Jeff (J.R.)'; 'Hansen, George (G.C.)'; 'Herr, George (G.J.)'; 'Hofman, Michael (M.V.)'; 'Holmes, Jeffrey (J.R.)'; 'Ichikawa, Jiyunichiro (J.)'; 'Jensen, Ted (T.E.)'; 'John McDonald'; 'Jones, Andy'; 'Jordan, Donald (D.E.)'; 'Kanai, Shinji (S.)'; 'King, Robert (R.F.)'; 'Kosko, Jeff (J.R.)'; 'Kwon, Soon (S.K.)'; 'Limtiaco, Steven (S.)'; 'Linde, Peter (P.A.)'; 'Liu, Jane (J.)'; 'Mandziuk, Roger (R.S.)'; 'Marck, Edmond (E.C.)'; 'Matesa, John (J.)'; 'Maurer, James (J.B.)'; 'Mazzella, Gary (G.R.)'; 'Mooney, Larry (L.)'; 'Moorhouse, Scott (S.R.)'; 'Morgan, Tom'; 'Morishima, Shigeki (S.)'; 'Naveed Khan'; 'Nematollahi, Sonya (S.)'; 'Nikolai, Bernie'; 'Noteboom, Jim (J.E.)'; 'Ortman, James (J.W.)'; 'Powers, Ken (K.W.)'; 'Price, Martin (M.)'; 'Raquepau, Alden (A.P.)';

'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.)'; 'Yeung, Lem (.)'
Subject: One example of Engine quit

My lease vehicle 2002MY Tribute experienced engine quit last night.

4F2YU08172XM28336 Build 12/11/2001, Retail 1/11/2002
Mileage: 7360 miles Event: 6/18/2002

After 25 minutes Freeway driving, I exited and stopped traffic signal. About 30 sec. later I started moving to left turn and stopped at traffic signal again about 50m later. About 30 sec. later I started moving 20m and right turn. Then I gave throttle accelerating vehicle up to 35 MPH - 40MPH at slight up hill about 200m. Then road switched down hill, I released throttle. Usually vehicle slight increase speed up to 45MPH about 200m. I applied throttle gently after changing road up hill. Few seconds later I realized that vehicle kept down speed and three warning lamp illuminated about 40MPH. I did not calm enough. I turned key to start position, but engine did not start because shifter was stayed D range. I cycled key OFF and ON again, all warning lamp illuminated about 25MPH. I applied brake to reduce speed and turned vehicle to left. I shifted N range and cranked. Small gear noise (starter engagement ?) was heard but Engine started normally about 10 MPH.

I remember engine rpm dropped twice on this vehicle during last 6 month. Possibly engine rpm drop might happen more than two, but I recognized twice. One is same location same direction, another one was opposite direction almost same location. No ECM like building or equipment near there, as far as I know. This is my first V6-4WD model. Previous Tribute was I4-4WD. I will bring this vehicle to dealer for usual scheduled (7,500 miles) maintenance this week. I will ask dealer to reflash PCM calibration and continue to monitor.

If you have any question or comment, please feel free to contact to me.

Shinji Kanai
Manager, Tribute Plant QA
Mazda North American Operations

Ford Kansas City Assembly Plant
Plant Vehicle Team
8121 N.E. Hwy. 69, Claycomo, MO 64119 USA
Tel: 816-459-1623/ Fax: -1726/ e-mail: kanai.sh@sv.mazda.co.jp
Local Text Pager: 9135677156@alphapage.airtouch.com

From: Sanders, Muriel (M.S.)
Sent: Wednesday, June 19, 2002 5:14 PM
To: Fournelle, Gilbert (G.); Bogema, John (P.)
Cc: Dalbo, Bob (R.J.)
Subject: Gil Peppone

I gave y'all's phone numbers to Gil since I will be in class Thursday and Friday. He wasn't sure how to get the KAM tables, but will try. FYL...he'll be in St. Thomas on Thursday and Friday instead of St. Croix.

Here is Gil's contact info:

cell: 954-242-2066

Dealer: 340-773-2121 (ask for Ernet Macco)

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

From: Williams, Les (LHW.)
Sent: Tuesday, February 05, 2002 1:40 PM
To: Dalbo, Bob (R.J.); Bogema, John (P.); Klostermann, Eric (E.); Fournelle, Gilbert (G.)
Subject: FW: Fax From: "202 223 6490"

FYI Fellas.

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Tuesday, February 05, 2002 12:02 PM
To: 'twill73@ford.com'
Subject: FW: Fax From: "202 223 6490"

FYI. Here is that Automotive News Article.....

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: NetMoves Inbound [mailto:support@netmoves.com]
Sent: Monday, February 04, 2002 4:06 PM
To: drothwei@mazdausa.com
Subject: Fax From: "202 223 6490"

Thank you for using FaxCourier, the inbound fax service from NetMoves.

Attached is a 1 page fax that you received on Mon Feb 04 2002 21:06 GMT.

Feds investigate Escape, Tribute stalling

Henry Srebnik

STAFF WRITER

WASHINGTON — Federal safety officials are investigating complaints that Ford Escapes and Mazda Tribute sport-utilities with V6 engines stall while motorists are driving.

The National Highway Traffic Safety Administration said it has received 180 complaints, divided almost evenly between the models, even though many more Escapes have been made. More than 128,000 Escapes and 63,806 Tributes were produced in 2001.

The agency said 62 of the complaints made multiple attempts to have the problem repaired.

NHTSA said its early-stage investigation is looking at 2001 and 2002 vehicles.

Alloy wheel complaints

NHTSA, in its monthly report on defect investigations, said it also has opened a case to examine the failure of aluminum alloy wheels on 2000-01 Mitsubishi Boltuses and Eclipse Sportz. The agency did not estimate the number of vehicles affected.

NHTSA has received 34 complaints about wheels that were dented easily or were broken after going over potholes, railroad crossings or road hazards. The complaints covered 72 wheels of two different designs. In four cases crashes oc-

NHTSA said it has received 180

complaints, divided almost

evenly between the models.

curred but without injuries or deaths, NHTSA said.

Richard Kelley, spokesman for Mitsubishi Motor Sales of America Inc., declined to name the manufacturer of the wheels. He said the company is cooperating with the investigation but said, "We have no information to suggest this is a safety issue."

In a third case, NHTSA is investigating the collapse of high-back seats in 1992-95 full-sized General Motors sport-utilities. They are the Chevrolet Blazer and Tahoe and GMC Yukon. The agency estimated that 195,000 vehicles would be affected if a recall is necessary.

NHTSA said GM have collected 82 complaints about the problem, which is related to bolts that attach driver and passenger seat backs to recliner mechanisms. When a bolt loosens or breaks, the seat back reclines unexpectedly, creating a safety hazard, according to federal investigators.

The complaints included two reported crashes with one injury and seven other reported injuries without crashes, NHTSA said.

The agency said identical bolts were used in 1992-94 full-sized, extended-cab GM pickups that were recalled in 1999 and 1998 for similar problems.

The agency said the investigation may be expanded to include 1995 pickups.

Belt anchor examined

NHTSA said it is upgrading another early-stage investigation to the more intensive category called engineering analysis. It involves nearly 800,000 full-sized GM sport-utilities.

The case is based on a single complaint that a second-row seat belt anchor broke loose in a side-impact crash, causing a passenger to be thrown partially through a rear quarter window and injured.

The investigation covers 1995-99 Chevrolet Tahoe and GMC Yukon trucks and 1999-2000 GMC Yukon Denali and Cadillac Escalade trucks.

NHTSA said it had closed several investigations after finding insufficient evidence of safety defects.

They had been opened because of complaints about:

- Poor brake performance in 1995-98 Chevrolet Monte Carlo Z34s.
- Brake failure in 1987-92 Cadillac Allante.
- Headlight malfunctions in 1996-98 full-sized GM pickups and sport-utilities.

Ford of Europe could save Mercury

Mark Rochelle

Bill Ford has criticized his executive team to fix Mercury — to give the downtrodden make a business plan and a brand position. Here's an idea that planners should consider.

Why not make Mercury the cool youth brand by giving it everything Ford of Europe can build?

Yeah, I know. Cool word: Mercur. Been there, done that. But it's a different world at Ford of Europe right now, and the time couldn't be better for this tactic. Here's why.

Every domestic brand is talking

Mark Rochelle is Automotive News' Los Angeles bureau chief. He is on an eight-month assignment in London for Automotive News Europe.

Mercury executives, too.

As for the new Fiesta, it's too small for America, you say? Well, it has a longer wheelbase and is wider inside than the Hyundai Accent, and the Koreans found 50,000 Americans willing to buy that car last year. The Fiesta looks cooler, drives better, feels safer and costs about the same as the Accent.

Add to the mix the Focus all-activity vehicle which is based on the Fiesta, and you have the collectors and trip mobile.

Higher profits, quality

NO NULLIFANS PERMITTED

So, you've got a car that's not working right? Call today for a free estimate. We'll have a technician come to your home or office to inspect your car. We'll have a technician come to your home or office to inspect your car.



Call today. 1-888-828-8540

ACECO

- Poor brake performance in 1995-98 Chevrolet Monte Carlo Z34s.
- Brake failure in 1987-92 Cadillac Allante.
- Headlight malfunctions in 1996-98 full-sized GM pickups and sport-utilities.

TURN "MANAGERS" INTO LEADERS!



Managers manage. Only leaders break new

From: Dalbo, Bob (R.J.)
Sent: Thursday, January 31, 2002 4:55 PM
To: Takasawa, Keith (K.D.)
Co: Williams, Les (LHW.); Fournelle, Gilbert (G.); Kloetemann, Eric (E.); Fescetti, Bob
Subject: RE: STALLS

Keith,
We found this note and followed up the train. We will contact this (very colorful) individual and get the particulars on his vehicle and problem, and if it isn't fixed we'll arrange to get it fixed.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31788
Pager: (313)795-2859 E-mail: rdalbo@ford.com

—Original Message—

From: Takasawa, Keith (K.D.)
Sent: Thursday, January 31, 2002 12:55 PM
To: Dalbo, Bob (R.J.)
Subject: FW: STALLS

....and here's his note:

Re: My stalling problem revisited...sorr

yankess00700

<http://profiles.yahoo.com/yankess00700> (27/M/Ohio)

1/31/02 12:38 pm

I have registered complaints to the NHTSA the first two times it happened and I believe they have finally opened an investigation about it because they were getting a bunch of complaints. I also have sent a complaint to the BBB as well as anyone else that will listen. I'm waiting for my DSP information so I can get started with that.

Regards,

Keith Takasawa

Escape/Tribute Chief Engineer
PDC 2HD70
MD401
PH: (313) 322-5675
FAX: (313) 248-8599
E-MAIL: KTAKASAW@FORD.COM
TEXT PAGE: [7340043034@mobile.ntl.net](tel:7340043034)

—Original Message—

From: Takasawa, Keith (K.D.)
Sent: Thursday, January 31, 2002 12:51 PM
To: Dalbo, Bob (R.J.)
Subject: FW: STALLS

The URL where I found the note is:

<http://clubs.yahoo.com/clubs/thefordescapeclub>

Regards,

Keith Takasawa

Escape/Tribute Chief Engineer

PDC 2HD7D

MD401

PH: (313) 322-6675

FAX: (313) 248-8599

E-MAIL: KTAKASAW@FORD.COM

TEXT PAGE: 7348045034@mobile.att.net

—Original Message—

From: Takasawa, Keith (K.D.)

Sent: Thursday, January 31, 2002 12:27 PM

To: Fascetti, Bob (R.J.)

Subject: RE: STALLS

Thanks, Bob.

Regards,

Keith Takasawa

Escape/Tribute Chief Engineer

PDC 2HD7D

MD401

PH: (313) 322-6675

FAX: (313) 248-8599

E-MAIL: KTAKASAW@FORD.COM

TEXT PAGE: 7348045034@mobile.att.net

—Original Message—

From: Fascetti, Bob (R.J.)

Sent: Thursday, January 31, 2002 12:24 PM

To: Takasawa, Keith (K.D.)

Subject: RE: STALLS

Keith, we'll get on it.

—Original Message—

From: Takasawa, Keith (K.D.)
Sent: Thursday, January 31, 2002 12:17 PM
To: Fascetti, Bob (R.J.)
Subject: STALLS

Bob:

The guy who owns the e-mail address below is an Escape owner with 4 stalls, and apparently his dealer hasn't done much to help. Can you please get him and/or his dealer the latest on stalls diagnosis/repair? He's ready to go to NHTSA. I found his complaint on the web.

Thanks.

yankces00700@yahoo.com <mailto:yankces00700@yahoo.com>

Regards,

Keth Takasawa

Escape/Tribute Chief Engineer

PDC 2HD70

MD401

PH: (313) 322-8878

FAX: (313) 248-8899

E-MAIL: KTAKASAW@FORD.COM <mailto:KTAKASAW@FORD.COM>

TEXT PAGE: 7346045034@mobile.att.net <mailto:7346045034@mobile.att.net>

From: Dalbo, Bob (R.J.)
Sent: Thursday, January 24, 2002 6:58 PM
To: Grandas, Joseph (J.M.); O'Neal, Jim (J.D.); Johnson, Joe (J.H.)
Cc: Hermann, Thomas (T.J.); Fournelle, Gilbert (G.); Klostermann, Eric (E.); Williams, Lee (LHW.); Hofman, Michael (M.V.); Sventickas, Ed (E.); Diaz, Timothy (T.P.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.)
Subject: RE: Kavlico Tube-Mounted DPFE Sensor Component EMC Test Data

Sorry, I forgot the attachment - here it is:



RE: Component EMC
test Data

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31788
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, January 24, 2002 6:09 PM
To: Grandas, Joseph (J.M.); O'Neal, Jim (J.D.); Johnson, Joe (J.H.)
Cc: Hermann, Thomas (T.J.); Fournelle, Gilbert (G.); Klostermann, Eric (E.); Williams, Lee (LHW.); Hofman, Michael (M.V.); Sventickas, Ed (E.); Diaz, Timothy (T.P.); Diaz, Timothy (T.P.); Fascetti, Bob
Subject: Kavlico Tube-Mounted DPFE Sensor Component EMC Test Data

Joe/Joe/Jim,

We have a stalling issue on the 3.0L U204. Radio transmissions may be contributing to this issue. Tom Hermann, the EMC supervisor, asked to review the PSW EMC data for all the active electronic components in the control system to confirm that we have sufficient immunity to RFI.

We asked for the data on the DPFE sensor on 11/08/2001 and have not yet received it (see attached note). This issue is currently being investigated by NHTSA, and we desperately need this data to support this investigation. Please help us get access to the data as soon as possible.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31788
Pager: (313)795-2859 E-mail: rdalbo@ford.com

From: Dalbo, Bob (R.J.)
Sent: Thursday, November 08, 2001 7:28 PM
To: Grandas, Joseph (J.M.); jmccone3@visteon.com; Hermann, Thomas (T.J.);
'cbishop2@visteon.com'
Cc: Fascetti, Bob (R.J.); Williams, Les (LHW.); Fournelle, Gilbert (G.)
Subject: RE: Component EMC test Data

Tom,

The only active (transistorized) components in our control system (all of which can cause stalling) are the mass airflow sensor, the DPFE sensor and the powertrain control module.

Chris/Joe/John,

Please provide the data requested by Tom Hermann below for the MAFS, DPFE, and PCM, respectively, to Tom and I. A short note stating when the data will be available would also be helpful.

Thanks, guys.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Hermann, Thomas (T.J.)
Sent: Thursday, November 08, 2001 10:46 AM
To: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.)
Subject: Component EMC test Data
Importance: High

Bob & Bob, per our conference call today, we need the component EMC data from the electrical components that could contribute to the engine stalls (e.g. PCM, delta PFE, MAF etc...) This data is required in order for a supplier to meet PSW and is part of their component DVP.

A good contact at Visteon would be Mark Zaremski 755-7310 for components supplied by Visteon.

Attached is the data from MPG for the on-board testing.

Thomas J. Hermann
Section Supervisor
Cross Vehicle EMC Technology & Applications
Research & Vehicle Technology, Ford Motor Company
Phone: (313) 33-75410

EP02-027 27429

From: Williams, Les (LHW.)
Sent: Tuesday, January 08, 2002 9:29 AM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: FW: Throttle Bodies at Rawsonville

FYI

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

From: Cunningham, David (D.N.) [mailto:dcunnin1@visteon.com]
Sent: Tuesday, January 08, 2002 9:28 AM
To: 'Williams, Les (LHW.)'
Subject: RE: Throttle Bodies at Rawsonville

The flow value is at closed plate. We let the flow stabilize then read. We're mixing two issues here which are not totally independent and may have a similar root cause.

DC

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

From: Williams, Les (LHW.) [mailto:lwilli73@ford.com]
Sent: Tuesday, January 08, 2002 9:21 AM
To: 'Cunningham, David (D.N.)'
Cc: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)
Subject: RE: Throttle Bodies at Rawsonville

Thx Dave! I know that we can't really make a correlation between low-flowing FBs and Nm spike values, and plate angle is the important factor. Can you explain how the testing is done again for me, for example as the throttle plate is opening do we take a series of flow values and then average?

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

From: Cunningham, David (D.N.) [mailto:dcunnin1@visteon.com]
Sent: Tuesday, January 08, 2002 9:10 AM
To: 'Williams, Les (LHW.)'
Subject: RE: Throttle Bodies at Rawsonville

Les,
That is the additional torque required to "unstick" the plate above the ambient torque of the return springs.

DC

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

From: Williams, Les (LHW.) [mailto:lwilli73@ford.com]
Sent: Tuesday, January 08, 2002 9:02 AM
To: 'Cunningham, David (D.N.)'
Cc: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)

Subject: RE: Throttle Bodies at Rawsonville

thx for the data Dave, what is a Nm spike represent?

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

From: Cunningham, David (D.N.) [mailto:dcunnin1@visteon.com]
Sent: Wednesday, January 02, 2002 3:13 PM
To: 'Williams, Les (LHW.)'
Subject: RE: Throttle Bodies at Rawsonville

Les,

I need to fill in some more of the boxes, but this tells the story.
The majority of the airflows are very low. As you will note, the magnitude of sticking does not always correlate with airflow which confirms that plate angle is the crucial factor.

DC

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

From: Williams, Les (LHW.) [mailto:lwilli73@ford.com]
Sent: Wednesday, January 02, 2002 9:29 AM
To: 'Cunningham, David (D.N.)'
Cc: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.)
Subject: Throttle Bodies at Rawsonville

Happy New Year David!

Heard anything on the 4 TB's flowed before the holiday, and the additional 10 that were dropped off (for 3.0L V6 Escape/Tribute)?

Thx,
Les

From: Williams, Lee (LHW.)
Sent: Saturday, January 05, 2002 3:24 PM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.)
Subject: FW: Tribute MAF Sensor Approval for Stall
Importance: High

FYI

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

From: Takuji Shiba [mailto:TShiba@mazdausa.com]
Sent: Friday, January 04, 2002 6:42 PM
To: Shinji Kanai
Cc: 'twill73@ford.com'; Steven Limtiaco; MC_FQID Mr.Mito (E-mail); MC_FQID Mr.Ito (E-mail); Ryu Shimzugawa; Fujio Hyodo; MC_TSD Mr.Kunimoto (E-mail)
Subject: RE: Tribute MAF Sensor Approval for Stall
Importance: High

Kanai-san,

There is a entry in the recent meeting minutes below.

Updated MAF sensor status: Dave Williamson reported that concern has been approved by Jamie Sullivan, so we are green on the Ford side. However, Mazda in Japan still needs to sign off. Dave will be contacting Shiran-san and Steve Limtiaco will be contacting his colleagues in Japan to expedite this process. Concern # is C11299286.

Please adjust it to approve.

And I have a question. What is difference between IL2F-12B579-AA and IL2F-12B579-BA.

Thank you.

Taku

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

From: Steven Limtiaco
Sent: Saturday, January 05, 2002 6:53 AM
To: Takuji Shiba
Cc: 'twill73@ford.com'
Subject: Tribute MAF Sensor Approval for Stall

Mr Shiba,

Could you assist us in contacting the proper person(s) at MC to expedite approval of the MAF sensor change? We are pushing as hard as we can to put these in production as well as service parts to address the phantom stall concerns.

Attached below are the most recent meeting minutes and also the white papers that detail the MAF changes.

Thank you,

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

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

From: Williams, Les (LHW.) [mailto:lwil673@ford.com]
Sent: Friday, January 04, 2002 1:04 PM
To: Altonian, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.K.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hurley, Robert (R.E.); Ichikawa, Hyumichiro (J.); Jensen, Ted (T.E.); John McDonald (E-mail); Jones, Andy; Jordan, Donald (D.E.); Kasai, Shinji (S.); King, Robert (R.F.); Klattermann, Eric (E.); Kwon, Soon (S.K.); Lintiac, Steven (S.); Linda, Peter (P.A.); Liu, Jane (J.); Lushraen, Eric (E.A.); Marck, Edmond (E.C.); Matosa, John (J.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Naveed Khan; Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortmann, James (J.W.); Powell, Cary; Powers, Ken (K.W.); Price, Martin (M.); Raquespan, Alden (A.P.); Rothweiler, Daniel (D.); Shah, Kiran (K.C.); Shiraiishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhae (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hiroichi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williams, Les (LHW.); Williamson, David (D.E.); Yeung, Lem (.)
Cc: Sventickas, Ed (E.)
Subject: Meeting Minutes 1/3/02

Kids Air Robustness Action (updated calibration) has improved conditions in a few stalling vehicles (read 'field reports' section in minutes). Good job ladies and gents, we will monitor the situation as the vehicles accumulate more mileage.

Items for next meeting

1. Les Williams- Contact Robin Peters and ensure '02 service calibration has been released
2. Steve Lintiac and Bob King/ Rhae Suarez: Most recent Mazda/Ford Buyback Counts
3. Les Williams- investigate Dan Rothweiler's bad VMV
4. Scott Moorhouse: Check on status of Inverted Delta Items involving ground wires.

EP82-827 27433

5. Dave Williamson/Steve Lintiac: Contact appropriate parties in Japan to expedite Mazda sign-off of updated MAF.
6. Les Williams. Collect PCV Valves for Jim Ortman.

<<Vehicle Stall Meeting Minutes for 1_3_02.doc>>

Regards,

Les Williams

For More, Count on Les

U204 3.0L Powertrain Calibration

Truck Engine Engineering, Suite 1AE20

Phone: (313)33-72503

Fax: (313) 32-31786

From: Grzincic, Karen (K.M.)
Sent: Friday, December 14, 2001 9:08 AM
To: Williamson, David (D.E.)
Cc: Dalbo, Bob (R.J.); Austin, James (J.E.); Winstead, Ed (E.D.); Veenstra, Tim (T.W.); Young, Dan (D.G.); Bogema, John (P.); Fournelle, Gilbert (G.); Shelton, Randy (R.); Huck, Dave (D.E.); Krohn, Maggie (M.M.)
Subject: RE: PCM Lineup PDL Update

O.K. Thanks. As long as the new calibrations are listed in the PDL, I'll be all set.

—Original Message—

From: Williamson, David (D.E.)
Sent: Thursday, December 13, 2001 5:20 PM
To: Grzincic, Karen (K.M.); Dalbo, Bob (R.J.); Austin, James (J.E.); Winstead, Ed (E.D.)
Cc: Veenstra, Tim (T.W.); Young, Dan (D.G.); Bogema, John (P.); Fournelle, Gilbert (G.); Shelton, Randy (R.); Huck, Dave (D.E.)
Subject: RE: PCM Lineup PDL Update

We're releasing ALL calibrations for all part numbers.

I didn't change anything in calibration column. Bob & Jim's groups will give us feedback after reviewing.

—Original Message—

From: Grzincic, Karen (K.M.)
Sent: Thursday, December 13, 2001 4:24 PM
To: Williamson, David (D.E.); Dalbo, Bob (R.J.); Austin, James (J.E.); Winstead, Ed (E.D.)
Cc: Veenstra, Tim (T.W.); Young, Dan (D.G.); Bogema, John (P.); Fournelle, Gilbert (G.); Shelton, Randy (R.); Huck, Dave (D.E.)
Subject: RE: PCM Lineup PDL Update

Dave ... I thought we were releasing all calibration numbers/part numbers? This attachment is no different from the last?

—Original Message—

From: Williamson, David (D.E.)
Sent: Thursday, December 13, 2001 3:24 PM
To: Grzincic, Karen (K.M.); Dalbo, Bob (R.J.); Austin, James (J.E.); Winstead, Ed (E.D.)
Cc: Veenstra, Tim (T.W.); Young, Dan (D.G.); Bogema, John (P.); Fournelle, Gilbert (G.); Shelton, Randy (R.); Huck, Dave (D.E.)
Subject: PCM Lineup PDL Update
Importance: High

Ed, sorry to give you late attachment but we changed PCM Lineup for next revision. If you want to put a reference footer at the bottom of sheet to refer to the Addendum with all country calibrations, please do so.

Karen, once Bob & Jim confirm this sheet is OK, this will be the update to work off for C11306090.

This will replace C11203674 (Zetec LEV OBDII) & C11286314 (PATs updates). I'll reference these in new concern & address in next week's CCM.

<< File: 2003MY U204 PT Lineup Rev Dec 13.doc >>

From: Williams, Les (LHW.)
Sent: Monday, December 10, 2001 11:11 AM
To: Fournelle, Gilbert (G.)
Subject: RE: PCM update service part nos

Gracias!

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

From: Fournelle, Gilbert (G.)
Sent: Monday, December 10, 2001 10:56 AM
To: Williams, Les (LHW.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); Lintaco, Steven (S.)
Subject: RE: PCM update service part nos

The new MAF part number is 1L2F-12B579-BA.

The PCM part number is 1L8A-CD for the 2002 R10 and 1U7A-AYB for R12s (for the Mazda calibration).

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904988 Fax:(313)3231786

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

From: Williams, Les (LHW.)
Sent: Monday, December 10, 2001 10:35 AM
To: Fournelle, Gilbert (G.)
Cc: Price, Martin (M.); Altonian, Don (D.J.); Lintaco, Steven (S.)
Subject: PCM update service part nos

Gilbert:

Would you happen to have the PCM update service part numbers for Don, Steve, and Martin?

Also, Steve was confused as to which service part number will be used for MAF. There are three in the white paper. I gave him 1L2F-12B579-AA. This is correct?

Thanks Gilbert.

Regards,
Les Williams
For More, Count on Les
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1AE20
Phone: (313)33-72503
Fax: (313) 32-31786

From: Williams, Les (LHW.)
Sent: Monday, December 10, 2001 9:12 AM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: FW: REMINDER

FYI. I'm on from 10-11 this Wed.

12/11/02

10:00-11:00

ROUNDTABLE DISCUSSION
*Joe Bradley, Jim Vondale, Ray Nevi,
Christine Sabattis, FQE Section*

11:30-1:00

LUNCH - FQEs
Guilio & Sons - Hyatt Regency Hotel

1:30-2:00

TIRE GROUP- McCarthy

2:10-2:40

CHASSIS GROUP-Jones

2:50-3:15

POWERTRAIN GROUP-Bissi

3:25-3:45

ELECTRONICS GROUP - Trzeclak

12/12/2001

8:00-10:00

IT SOLUTION - Karen Kurzyniec

10:00 - 11:00

ESCAPE STALL ISSUES - Les Williams

1:00-2:00

AIRBAGS - David Bauch

2:00-3:00

SEAT BELTS - Roy Nacewicz

2:30

Clara will be in the kitchenette to take orders

12/13/2001

8:00-9:00

AVIATOR - Brian Hildreth/Patrick Barrow

9:10-10:10

NAVIGATOR - Fahd Ahmed/Dave Walus

10:20-11:20

BLACKWOOD - Rob Ballinger (Magna)

1:00-2:00

Pete Bandoske - Delamination

3:00-5:00


Staff Dinner

All meetings held in Conference Room "A", Suite 300, 500 Town Center

—Original Message—

From: Lovelace, Maria (M.E.)
Sent: Monday, December 10, 2001 8:50 AM
To: Kurzyniec, Karen (K.M.); Williams, Les (L.H.W.); Bauch, David (D.J.); Nacewicz, Roy (R.A.)
Subject: REMINDER

Attached is the FQE Seminar Agenda for Wednesday, Dec. 12



dec.AGENDA.doc

Maria E. Lovelace
Enhanced Concern Identification - FCSD
500 Town Center, Suite 300 Cube 25
500 Town Center Drive
Dearborn, Michigan 48126
313-323-6561/800-521-4450

FOE AGENDA - revised
DECEMBER 11 THRU 13

12/11/02

10:00-11:00

ROUNDTABLE DISCUSSION
Joe Bradley, Jim Vondale, Ray Nevi,
Christine Sabaitis, FQE Section

11:30-1:00

LUNCH - FQEs
Guilio & Sons - Hyatt Regency Hotel

1:30-2:00

TIRE GROUP- McCarthy

2:10-2:40

CHASSIS GROUP-Jones

2:50-3:15

POWERTRAIN GROUP-Bissi

3:25-3:45

ELECTRONICS GROUP - Trzeciak

12/12/2001

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ESCAPE STALL ISSUES - Les Williams

1:00-2:00

AIRBAGS - David Bauch

2:00-3:00

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1:00-2:00

Pete Bandoske - Delamination

3:00-5:00

Staff Dinner

All meetings held in Conference Room "A", Suite 300, 500 Town Center

From: Steven Lintiac [SLintiac@mazdausa.com]
Sent: Friday, December 07, 2001 8:05 PM
To: 'gfoumel@ford.com'
Cc: 'rdalbo@ford.com'; 'hwil73@ford.com'; Larry Mooney
Subject: Tribute Stall Service Calibration Question

Hi Gilbert,

A question came up regarding the new idle strategy calibration for stall.

If a technician reflashes the PCM with this new calibration, is it necessary

to confirm the IAC duty cycle/throttle plate adjustment is within specification? Or, will the new calibration work as design intended regardless of throttle plate position? I ask this because as all of us are

aware, there are throttle bodies that are being adjusted to allow engine idle without the IAC valve.

I look forward to your reply.

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

From: Ezban, Al (.)
Sent: Friday, December 07, 2001 4:48 PM
To: Mangrulkar, Ramesh (R.M.)
Co: Mariano, Tom (T.E.); Schlott, Michael (M.D.); Fournelle, Gilbert (G.)
Subject: WP#1723 - 2001MY 3.0L U204 Service Fix

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

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

Al Ezban
Emissions Audits & RFI/Noise
Surveillance & Compliance Dept.
Vehicle Environmental Engineering
Fairlane Business Park IV - Suite 145
Phone: (313) 32-23162
Email: aezeban@ford.com

From: Williams, Les (LHW.)
Sent: Wednesday, December 05, 2001 10:46 AM
To: Nikolai, Bernie (B.E.)
Cc: Fournelle, Gilbert (G.); Dalbo, Bob (R.J.); Peters, Robin (R.S.)
Subject: RE: APED E11299149 000 2002 3.0L U204

Thanks for the prompt reply Bernie and Robin:

there are 7 calibrations:

1. Ford USA
2. Mazda USA
3. Clean Air Act
4. ROW
5. ROW severe
6. EU
7. Leaded

Gilbert is out sick today, and I do not have access to VAX :(Bernie, I can supply you with the 7 PCMs though at today's 2 o'clock. I hope this helps, I'll give you a call and try to catch you at your desk now.

Thanks,
Les

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Wednesday, December 05, 2001 10:16 AM
To: 'Williams, Les (LHW.)'
Cc: Fournelle, Gilbert (G.)
Subject: FW: APED E11299149 000 2002 3.0L U204

Les,

Which HEX files do you want burned in modules? Let me know and I will put in a request for them. Better yet, if you can pull them from the VAX, please do so and give them to me on disc along with the modules.

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

From: DeBrule, Peter (P.E.) [mailto:pdebrule@ford.com]
Sent: Wednesday, December 05, 2001 9:43 AM
To: Atley III, David (D.); Behnke, Steve; Belzyt, Roseann (R.); Bookout, Ananda (A.M.); Bryson, Maureen (M.E.); Cabadas, Craig (C.); Carmichael, Don (D.J.); Cavalinus, Victor (V.M.); Cmcode, P (P.); Cmflash, P (P.); Connolly, Bill (W.B.); Connolly, Ellen (.); Dave Godshall; DeBrule, Peter (P.E.); deWeever, William (W.); Dmytro, Sherryl (S.A.); duncan borthwick; Elting, Timothy (T.H.); Eric Berger; Etl, E (E.); Fabo, James (J.R.); FCSD (E-mail); Featherstone, Marybeth (M.); Franklin, Yvette (Y.J.); Frerichs, James (J.P.); Gould, Torri (T.); Griffin, Dawn (D.E.); Harper, Thomas (T.W.); Harrison, Dave (D.); Hespell, Jerry (J.); Highfield, Sheri (S.L.); Hodgson, Linda (L.K.); Kawasaki, Kacri (K.); Kim, Min (M.K.); Knight, Tim (T.L.); Kohl Jr., Ronald (R.C.); Larvin, Paul (P.); Linares, Sergio (S.L.); Lindberg, Chris (C.E.); Lindenmuth, Kevin (K.W.); Marianos, Tom (T.E.); Marzewski, Donald (D.); McCammitt,

Dorothy (D.); Merrill, Dana (D.L.); Morton, Elaine (E.); Nikolai, Bernie (B.E.); Ostach, Gabrielle (G.); Palazzolo, Pete (P.); Paluszek, Michael (M.J.); Papp, Michael (M.A.); Peter Houk; Peters, Robin (R.S.); Redman, Michael (M.T.); Rogers, Cardice (C.J.); Spicer, William (W.H.); Steel, Stuart (S.D.); Stryker, Keith (K.L.); Styrk, Jare (J.J.); Suetterlin, Terry (T.D.); Sullivan, Todd (T.E.); Taberham, Paul (P.); Taki, Shin; Taylor, Perry (P.Allen.); tomkewi... t; Trilling, Alan (A.S.); Unsworth, Colette (C.J.); Weaver, Dick (R.T.); Weir, Ed (E.R.); White, Christopher (C.); Woolson, Lynn (L.A.); Worden, Dan (D.); Zagula, Katie (K.)

Subject: APED E11299149 000 2002 3.0L U204

> THIS IS NOT AN OFFICIAL RELEASE DOCUMENT.

> SEE WERS NOTICE FOR OFFICIAL DATA.

>

> Model Year 2002

> Calibration Number 2M11A30510

> Vehicle Line U204

> Engine Size / Applications 3.0L / 2002 3.0L U204 FORD LEV 4-SP AUTO UNLEADED

> Notice Number APED E11299149 000

> Hex File Name DOAR43W.HEX

> Chip ID 481D

> Module Type MPC-161

> Part Number 2L8A-12A650-AD

> Catchword BUS3

> EPROM Base Number N770005BFWC282

> Gasket Required Yes

> Release Date 12/4/01

> Comments 216K/VISTEON/MAZDA PART NUMBER: AJ48-18881-B

>

> Model Year 2002

> Calibration Number 2M11B30510

> Vehicle Line U204

> Engine Size / Applications 3.0L / 2002 3.0L U204 CAA 4SP-AUTO UNLEADED

> Notice Number APED E11299149 000

> Hex File Name DOAR43S.HEX

> Chip ID 4831

> Module Type MPC-161

> Part Number 2L8A-12A650-BD

> Catchword ZRZ3

> EPROM Base Number N770005BFWC283

> Gasket Required Yes

> Release Date 12/4/01

> Comments 216K/VISTEON/MAZDA PART NUMBER: AJ26-18881-B

>

> Model Year 2002

> Calibration Number 2M11C30510

> Vehicle Line U204

> Engine Size / Applications 3.0L / 2002 3.0L U204 MAZDA LEV 4-SP AUTO UNLEADED

>

> Notice Number APED E11299149 000

> Hex File Name DOAR43T.HEX

> Chip ID 4827

> Module Type MPC-161

> Part Number 2L8A-12A650-CD

```

> Catchword      HQP3
> EPROM Base Number  N770005BFWC284
> Gasket Required   Yes
> Release Date     12/4/01
> Comments 216K/VISTEON/MAZDA PART NUMBER:  AJ25-18881-B
>
> Model Year      2002
> Calibration Number 2M11A30E10
> Vehicle Line    U204
> Engine Size / Applications  3.0L / 2002 3.0L U204 STAGE III EUROPE
4-SP
AUTO UNLEADED
> Notice Number APED E11299149 000
> Hex File Name DOAR43K.HEX
> Chip ID 4881
> Module Type    MPC-161
> Part Number    2L8A-12A650-GD
> Catchword      JTM3
> EPROM Base Number  N770005BFWC285
> Gasket Required   Yes
> Release Date     12/4/01
> Comments 216K/VISTEON/MAZDA PART NUMBER:  AJ27-18881-B
>
> Model Year      2002
> Calibration Number 2M11A30J10
> Vehicle Line    U204
> Engine Size / Applications  3.0L / 2002 3.0L U204 JAPAN PATS ON
(RHD)
4-SP AUTO UNLEADED
> Notice Number APED E11299149 000
> Hex File Name DOAR43N.HEX
> Chip ID 4813
> Module Type    MPC-161
> Part Number    2L8A-12A650-HD
> Catchword      LUX3
> EPROM Base Number  N770005BFWC286
> Gasket Required   Yes
> Release Date     12/4/01
> Comments 216K/VISTEON/MAZDA PART NUMBER:  AJ36-18881-B
>
> Model Year      2002
> Calibration Number 2M11B30J10
> Vehicle Line    U204
> Engine Size / Applications  3.0L / 2002 3.0L U204 JAPAN PATS OFF
(RHD)
4-SP AUTO UNLEADED
> Notice Number APED E11299149 000
> Hex File Name DOAR43M.HEX
> Chip ID 4809
> Module Type    MPC-163
> Part Number    2L8A-12A650-JD
> Catchword      CKQ3
> EPROM Base Number  N770005BFWC287
> Gasket Required   Yes
> Release Date     12/4/01
> Comments 216K/VISTEON/MAZDA PART NUMBER:  AJ34-18881-B
>
> Model Year      2002
> Calibration Number 2M11A30X10

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> Vehicle Line U204
> Engine Size / Applications 3.0L / 2002 3.0L U204 STAGE II ROW 4-SP
AUTO
UNLEADED
> Notice Number APED E11299149 000
> Hex File Name DOAR43P.HEX
> Chip ID 4877
> Module Type MPC-161
> Part Number 2L8A-12A650-KD
> Catchword SQ03
> EPROM Base Number N770005BFWC288
> Gasket Required Yes
> Release Date 12/4/01
> Comments 216K/VISTEON/MAZDA PART NUMBER: AJ30-18881-B
>
> Model Year 2002
> Calibration Number 2M11A30G10
> Vehicle Line U204
> Engine Size / Applications 3.0L / 2002 3.0L U204 4-SP AUTO LEADED
> Notice Number APED E11299149 000
> Hex File Name DOAR43R.HEX
> Chip ID 4863
> Module Type MPC-161
> Part Number 2L8A-12A650-LD
> Catchword MQE3
> EPROM Base Number N770005BFWC289
> Gasket Required Yes
> Release Date 12/4/01
> Comments 216K/VISTEON/MAZDA PART NUMBER: AJ31-18881-B
>
> Model Year 2002
> Calibration Number 2M11B30X10
> Vehicle Line U204
> Engine Size / Applications 3.0L / 2002 3.0L U204 STAGE II SEVERE
4-SP
AUTO UNLEADED
> Notice Number APED E11299149 000
> Hex File Name DOAR43L.HEX
> Chip ID 486D
> Module Type MPC-161
> Part Number 2L8A-12A650-MD
> Catchword CFD3
> EPROM Base Number N770005BFWC290
> Gasket Required Yes
> Release Date 12/4/01
> Comments 216K/VISTEON/MAZDA PART NUMBER: AJ40-18881-B
>

```


From: Williams, Les (LHW.)
Sent: Tuesday, December 04, 2001 4:48 PM
To: Fournelle, Gilbert (G.)
Cc: Dalbo, Bob (R.J.)
Subject: FW: Escape Stall Concern - Garnet Ford

Hey Gilbert. Can you go thru this file with me tomorrow? thx!

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

From: King, Robert (R.F.)
Sent: Tuesday, December 04, 2001 2:15 PM
To: Williams, Les (LHW.)
Cc: Suarez, Rhae (R.)
Subject: FW: Escape Stall Concern - Garnet Ford

Les,

Gene has captured a VDR recording of a stall event. Pls send to the cal guys for review. Thanks

Ford "The Most Wanted Car on the American Road" since 1992

Robert King
LHD Escape/Maverick FCSD Program Manager
PVT & Field Support, Vehicle Service & Programs
Kansas City Assembly Plant (816) 459-1872, fax 459-1726

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

From: Steward Jr., Gene (E.A.)
Sent: Tuesday, December 04, 2001 1:10 PM
To: King, Robert (R.F.)
Cc: Steward Jr., Gene (E.A.)
Subject: Escape Stall Concern - Garnet Ford

Bob... Here is the report and WDS archive file containing the event. Please let me know of any suggestions you may have as the vehicle is currently at the dealer and the customer refuses to drive it unless we correct the condition.

CSQI002 CQIS Indicator Summary 12/04/01 14:07:41

====> _____ 1 of 1

Rpt#: 1KOBK004 NHL Rpt: 11/15/2001 Odom: 700 M
Rvwrd: File: _ Folder: _____ Images: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2002 ESCAPE 4X4,XLT ,WAGON 1FMCU041X2KA39251 Bld: 09/14/2001
Engine: 3.0L DUR Calb: 0M11A30A Trans: CD4E E Axle: 3800F2.73L A/C: YES
Dealer Id: 01373 Garnet Ford Inc Ph#: (610) 358-5600
State: Pennsylvania City: Chadds Ford Orig/Caller: JIM LEAVENS
Symptom: 6 07 6 93 DRVABL,STALL/QUITS,AT CRUISE,ALL ENGINE TEMP
Addl Sym: ALLEGE STALL ON A CRUISE St: CCRG/EPRC: _ Rvwrd: Dt:
Fix: Caus. Comp: - Condition Code:
Hotliner: SRIVERA5 Phone: 313 317-9354 Regn Cd: 16 Philadelphia -16
Engineering: Phone: TAR:
Dir Contact: Phone: Title Cde: T
REPAIR TECH STATES THE CUSTOMER ALLEGES THE VEHICLE STALLS AT A CRUISE
INTERMITTENTLY. HE HAS ALREADY REPLACED THE IAC AND EEC RELAY TO
NO AVAIL NO CODES IN THE PCM. SEEKING FOR ANY KNOWNS OR ADVICE.
RECOMM ADVISE TECH TO CHECK C270 FOR LOOSE OR WATER INTRUSION. CHECK G104/105
FOR LOOSENESS. CHECK THE BASE HARD STOP AS WELL. CHECK THE EEC CASE

GRN 100 ALSO.

ADD-ON 12/04/2001 02:05PM GENE STEWARD(FSE) MSS - FCSD - REG - PHILADELPH
DEALER REQUESTED FSE ASSISTANCE IN DIAGNOSIS AND REPAIR.

AUDIT 12/04/2001 02:08PM GENE STEWARD(FSE) MSS - FCSD - REG - PHILADELPH
APPROVED FOR TECH ASSIST REFERRAL PROCESSING BY GSTEWARD

ADD-ON 12/04/2001 02:06PM GENE STEWARD(FSE) MSS - FCSD - REG - PHILADELPH
FSE DIRECTED TO CAPTURE WITH VDR. CUSTOMER RETURNED WITH RECORDING
THAT SHOWED STALL AT SPEED. NOTED IN GRAPH THAT TP VOLTAGE WAS AT
CLOSED THROTTLE. RECORDING TO BE FORWARDED TO ENGINEERING FOR
ANALYSIS.

WDS_SessionArchive

~#1######~0...

E. A. (Gene) Steward

Ford Motor Company

Field Service Engineer - Philly Region

D/N-396-3633 / Phone/Fax 856 727-3633

Cell Phone 856 952-9399

Text Page: 8569529399@mobile.att.net

E-mail: gsteward@ford.com

From: Dan Rothweiler [DRothwel@mazdausa.com]
Sent: Monday, December 03, 2001 8:07 PM
To: Steven Lintaco; 'Bob Dalbo'; 'Gilbert Fournelle'; 'Don Aftonian'
Cc: 'Les Williams'; Chris Capuzzo; George Goffier
Subject: Repurchased Stalling Tribute from NE Region

WDS_SessionArchive#WDS_SessionArchive#WDS_SessionArchive#WDS_SessionArchive
-#4#####1K... -#4#####1K... -#4#####1K... -#3#####1K... Here are some captures from a repurchased Tribute that is at the Northeast Region office. It seems the DPFE had no relationship to the stall.

VIN - 4F2YU08181KM42485 Miles - 16077

The first time I drove this vehicle it stalled 3 consecutive times during engine warm-up and normal routine driving. After this, I drove it more than 6 times through the same warm-up and it never stalled. I had the WDS on the vehicle each time and noticed that engine RPM during a coasting or deceleration would drop very low. Also IAC duty was very high at idle with no load. It was around 44%. The low idle was also noticed on the tachometer as it would drop down completely to the bottom against the pin. I captured a low idle condition while driving so you could see how a defective IAC shows up. Here it is:

<<WDS_SessionArchive~#4#####1KM42485~01~U204~3.0L~24D7~1.zip>>

The next is a very near stall while driving but then it recovered suddenly. Here it is:

<<WDS_SessionArchive~#4#####1KM42485~01~U204~3.0L~24D7~1.zip>>

The next is an engine stall. It occurred during the warm-up period as it had done other times. Here it is:

<<WDS_SessionArchive~#4#####1KM42485~01~U204~3.0L~24D7~1.zip>>

Next, I changed the IAC with the engine cold and here is a recording of how things changed. Take notice the differences.

<<WDS_SessionArchive~#3#####1KM42485~01~U204~3.0L~24D7~1.zip>>

After all this I am left with a nice running vehicle that doesn't exhibit a low idle condition or stall. I have the IAC which doesn't appear to be unusual. Let me know where you want it sent.

Please call with any questions.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-620-2207

From: Dalbo, Bob (R.J.)
Sent: Monday, December 03, 2001 6:24 PM
To: Fournelle, Gilbert (G.); Klostermann, Eric (E.); Williams, Les (LHW.); Bogema, John
Subject: FW: Robust Closed-Loop Fuel Control Calibration

Gents,

Here is another area to investigate for stalls robustness. Dick wanat has seen calibrations with extreme A/F ratio oscillations on decel due to poor closed-loop fuel calibration.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2869 E-mail: rdalbo@ford.com

—Original Message—

From: Wanat, Richard (R.L.)
Sent: Monday, December 03, 2001 2:06 PM
To: Dalbo, Bob (R.J.)
Cc: Wanat, Richard (R.L.)
Subject: Robust Closed-Loop Fuel Control Calibration

Bob,

In regard to engine stall prevention, I have been recommending that the adaptive learning in the "Adaptive HEGO" logic NOT learn at idle. I have seen some situations where lambda was behaving in such a way as to either cause stalls or to make it easier to stall. I suggest these values for the listed parameters.

ADAP_TD_SKIP = 3
TD_NMAX = 3000
TD_NMIN = 1000
TD_LOADMAX = 0.8
TD_LOADMIN = (set at idle load plus ~0.02).

As I suggested this morning, observe lambda while doing decels (70, 60, 50, 40 MPH, etc.) to verify you are getting the PTPAMP that you want. I have seen values of 10 times greater than desired since the bottom row of FNTDSEC8X10 had values that were too low. This is not exactly related to the Adaptive HEGO issue, above, but the object is the same... keep A/F control correct to avoid any unnecessary lean conditions.

Regards,

Dick Wanat

Calibration Technical Specialist Supporting Lifestyles P/T Engineering
PDR&VT/P&AE-CAPE P/T Attribute Matching & Analysis
Phone: (313)32-20165 FAX: (313)32-39672
Room: 11G008 Bldg 1; MD #1114
Email: rwanat@ford.com

From: Dalbo, Bob (R.J.)
Sent: Monday, December 03, 2001 3:47 PM
To: Fournelle, Gilbert (G.)
Cc: Shiraishi, Masaru (M.); Bogema, John
Subject: FW: C11299149-000/001

Gilbert,
Please forward the 2002 R10 and 2001/2002 service fix white papers to Shiraishi-san so that we can get this stall fix into production.

Shiraishi-san,
Sorry, in our haste we neglected to notify you that we have developed a calibration action that will greatly improve our robustness to stalls. We are trying to implement this change as soon as possible. We would greatly appreciate your assistance in getting Mazda's approval of the subject concern.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31788
Pager: (313)795-2859 E-mail: rdalbo@ford.com

—Original Message—

From: Peters, Robin (R.S.)
Sent: Monday, December 03, 2001 2:36 PM
To: Kwon, Soon (S.K.)
Cc: Dalbo, Bob (R.J.)
Subject: FW: C11299149-000/001

Per note below, program management authorization is still needed. Release is held up.

Robin Peters
Truck PCM Timing Coordinator
Emission Compliance Dept.
Phone: 313-39-01555

—Original Message—

From: Krohn, Maggie (M.M.)
Sent: Monday, December 03, 2001 2:19 PM
To: Bogema, John (P.); bnikolai@visteon.com
Cc: Grzanic, Karen (K.M.); Peters, Robin (R.S.)
Subject: C11299149-000/001

Subject notices are in your mailbox for approval.

Supplement 001 (Service) is pending receipt of Mazda part numbers on concern description screen.

Also, these notices cannot be released until program management authorizes the concern which was requested on 11/29/01. Jamie Sullivan and Elsa Ramirez have been contacted but I have received no response as to when this concern will be approved.

Regards,

Maggie Krohn
PCM Engineering Specialist
89-199 POEE

(913) 52-5188 Fax: (313) 523-6743

E-Mail ndrohn@ford.com

From: Diez, Timothy (T.P.)
Sent: Thursday, November 29, 2001 9:29 AM
To: Williams, Les (LHW.)
Co: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); 'bnikolai@visteon.com'
Subject: RE: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD

Dec 5 at 2pm is fine. Pls send mtg notice.

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

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

From: Williams, Les (LHW.)
Sent: Wednesday, November 28, 2001 11:00 AM
To: Diez, Timothy (T.P.)
Cc: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); 'bnikolai@visteon.com'
Subject: RE: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD

Tim:

How about next wed Dec 5 at 2:00 PM?

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Wednesday, November 28, 2001 8:07 AM
To: 'Williams, Les (LHW.)'
Subject: RE: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD

Les,

Can you please let me know when you, Tim Diez, and Bob Dalbo are available next week since I cannot look at Ford calendars any longer. Friday 12/7 is out since I am on vacation that day. Thanks.

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

From: Williams, Les (LHW.) [mailto:lwilli73@ford.com]
Sent: Tuesday, November 27, 2001 4:03 PM
To: 'Nikolai, Bernie (B.E.)'
Subject: RE: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD

thx.

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Tuesday, November 27, 2001 3:03 PM
To: 'Williams, Les (LHW.)'
Cc: Dalbo, Bob (R.J.); Hermann, Thomas (T.J.); Nematollahi, Sonya (S.); Diez, Timothy (T.P.); McDonald, John (J.R.); Laginess, Mark (M.S.);

Lanyon, Duane (D.A.); Edwards, Paul (P.R.); Walsh, Kathy (K.A.);
Blackford, Gary (G.A.)
Subject: RE: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD

Meeting is cancelled tomorrow. I will reschedule the meeting and send
out a
separate notice.

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

From: Williams, Les (LHW.) [mailto:lwilli73@ford.com]
Sent: Tuesday, November 27, 2001 2:55 PM
To: 'Nikolai, Bernie (B.E.)'
Cc: Dalbo, Bob (R.J.); Hermann, Thomas (T.J.); Nematollahi, Sonya (S.);
Diez, Timothy (T.P.)
Subject: RE: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD

Hey Bernie:

I apologize for the inconvenience, but can we reschedule for next week
so
Tim Dietz is able to make the meeting?

Thanks for the heads up Tim & Sonya!

-Les

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Tuesday, November 27, 2001 2:02 PM
To: 'Dalbo, Bob (R.J.)'; Williams, Les (LHW.); Hermann, Thomas (T.J.)
Subject: RE: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD

Bob,

The meeting tomorrow will only cover the EEC EMC data. I'll have to
arrange
for the MAFS at another time.

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Wednesday, November 21, 2001 3:15 PM
To: 'Nikolai, Bernie (B.E.)'; Williams, Les (LHW.); Dalbo, Bob (R.J.);
Hermann, Thomas (T.J.)
Subject: RE: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD

Bernie,

Thanks for setting up this meeting. Can we add the MAFS data to this
review
as well? Both the XF2F-AA and the 1L2F-BA would be wonderful.

Thanks again.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, North American Truck

Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Wednesday, November 21, 2001 12:47 PM
To: 'Williams, Les (LHW.)'; 'rdalbo@ford.com'; 'thermann@ford.com'
Subject: FW: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD

> -----Original Appointment-----

> From: Nikolai, Bernie (B.E.)
> Sent: Wednesday, November 21, 2001 12:36 PM
> To: Edwards, Paul (P.R.); Lanyon, Duane (D.A.); Walsh, Kathy (K.A.);
> Laginess, Mark (M.S.); McDonald, John (J.R.)
> Subject: REVIEW EMC TEST RESULTS FOR MPC-16X WITH FORD
> When: Wednesday, November 28, 2001 12:00 PM-1:00 PM (GMT-05:00)
Eastern
> Time (US & Canada).
> Where: VTC LOBBY CONFERENCE ROOM A
>
>

From: Fournelle, Gilbert (G.)
Sent: Wednesday, March 13, 2002 10:43 AM
To: Hockaday Jr., John (J.C.)
Subject: Vehicle 301w884

John,

I brought 884 back from the emissions lab, it is parked in Dennis' spot. We need the following done to the vehicle:

Install/check (label the appropriate wire in vehicle) thermocouples:

feedgas for both banks

midbed loc for both banks

Check sample tab for feedgas, both banks should be spliced together

Install a sample tab behind the loc, both banks should be spliced together

Check sample tab for tailpipe, behind the UBC

Thanks,

Gilbert Fournelle

V6 U204 Calibration Engineering

1AE27 Truck Engine Engineering (TEE)

Phone:(313)3904968 Fax:(313)3231786

From: Hermann, Thomas (T.J.)
Sent: Wednesday, February 20, 2002 1:03 PM
To: Williams, Les (LHW.); Altoonlan, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Cary Powell; Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hurley, Robert (R.E.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald (E-mail); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kwon, Soon (S.K.); Limtlaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehnen, Eric (E.A.); Marck, Edmond (E.C.); Matea, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Naveed Khan; Nematollahi, Sorya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortmann, James (J.W.); Powell, Cary; Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Aiden (A.P.); Rothweiler, Daniel (D.); Shah, Kran (K.C.); Shiralshi, Masaru (M.); Stiggenbauer, Jeffrey (J.R.); Suarez, Rhea (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williamson, David (D.E.); Young, Lam (.)
Cc: Diaz, Timothy (T.P.)
Subject: RE: Meeting Minutes: EMC PSW Results for current production Kavlico DPFE

Les, to further clarify what I said.

Current production Kavlico DPFE sensor should not contribute to U204 stalling in the field due to RFI.

On the issue of coupled noise from the wiring harness, the component EMC PSW data does not indicate any issues that would contribute to stalls (it passes the tests) however that does not mean a conducted issue could not exist from an unusual circumstance (such as ignition secondary breakdown or static build up on ungrounded parts).

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

From: Williams, Les (LHW.)
Sent: Wednesday, February 20, 2002 12:06 PM
To: Altoonlan, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Cary Powell; Chick, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Hansen, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Hurley, Robert (R.E.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald (E-mail); Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kwon, Soon (S.K.); Limtlaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Luehnen, Eric (E.A.); Marck, Edmond (E.C.); Matea, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Naveed Khan; Nematollahi, Sorya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortmann, James (J.W.); Powell, Cary; Powers, Ken (K.W.); Price, Martin (M.); Raquepau, Aiden (A.P.); Rothweiler, Daniel (D.); Shah, Kran (K.C.); Shiralshi, Masaru (M.); Stiggenbauer, Jeffrey (J.R.); Suarez, Rhea (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Williams, Les (LHW.); Williamson, David (D.E.); Young, Lam (.)
Cc: Hermann, Thomas (T.J.); Diaz, Timothy (T.P.)
Subject: Meeting Minutes: EMC PSW Results for current production Kavlico DPFE

Meeting Minutes

Attendees:

Bob Dalbo (U204 V6 Calibration Supervisor)
Gilbert Fournelle (U204 V6 Calibration)
Les Williams (U204 Calibration)
Tom Hermann (EMC Supervisor)
Tim Diaz (EMC)

On Friday February 15, 2002 EMC PSW test data for current production Kavlico DPFE sensor was reviewed. Thomas Hermann has independently investigated the behavior of this sensor. Based on his investigations and this data, he concluded that the current production Kavlico DPFE sensor should not contribute to U204 stalling in the field due to RFI and coupled noise from the wiring harness.

Regards,
Les Williams
For More, Count on Les
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1AE20
Phone: (313)33-72503
Fax: (313) 32-31786

From: Dalbo, Bob (R.J.)
Sent: Tuesday, February 12, 2002 3:42 PM
To: Bogema, John; Fournelle, Gilbert; Hockaday Jr., John (J.C.); Hurley, Robert; Klostermann, Eric; Matassa, John; Mikota, Dennis (D.P.); Mroz, David; Smith, Tony; Williams, Les; Woodings, Andrew
Subject: FW: u204 releases for 2003my - DOAV2 and DVAR1

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31788
Pager: (313)795-2859 E-mail: rdalbo@ford.com

—Original Message—

From: Visas, John (J.D.) [<mailto:visas@vistron.com>]
Sent: Tuesday, February 12, 2002 11:30 AM
To: Austin, James (J.E.); Chung, Jae (J.D.); Dalbo, Bob (R.J.); Dave Dill (D.L.) (E-mail); Dave Hayes (D.L.) (E-mail); Dave Huck (D.E.) (E-mail); Dennis Lewis (E-mail); Diakow, Mark (M.O.B.); Edward Kopynski (E.) (E-mail); Elayyan, Nabil (N.H.); George (E-mail); George Jiang (G.Y.) (E-mail); Greg Pawlak (E-mail); Holmes, Jeffrey (J.R.); Hunt, Allen (A.M.); Jeff Buick (E-mail); John Bogema (E-mail); John Matassa (J.) (E-mail); Jones, Andy (A.); Kingler, Gary (G.M.); Laginess, Mark (M.S.); Loo, Donald (D.C.); Marsha Wendel (M.) (E-mail); McDonald, John (J.R.); Nikolai, Bernie (B.E.); Oberst, Christopher (C.); Randy Shelton (R.) (E-mail); Rob Kowalske (E-mail); Rozzi, Dave (D.A.); Sato, Mano (M.); Stanowski, Paul (P.A.); Stephen Taylor (S.C.) (E-mail); Tony Smith (T.R.) (E-mail); Visas, John (J.D.); Young, Dan (D.G.)
CC: Visas, John (J.D.); Berry, Reg; Blackford, Gary (G.A.); Clendole, Dave; Freiburger, Randy; Gorshek, John; Gould, Kenneth (K.L.); Joe Whitehead (E-mail); Jones, Joe; Kevin Little (K.W.) (E-mail); Kieliszewski, Mark; Kim, Min (M.K.); Learned, Tracy (T.L.); Mike Polk (M.T.) (E-mail); Nguyen, Tracy (T.T.); O'Sullivan, Tim; Parsh, Kirk; Stelmaszczak, Bob; Stock, Gerry; Wolodkewicz, Wally
Subject: u204 releases for 2003my - DOAV2 and DVAR1

Successful pre-release, base release, and archive of version DOAV2 and DVAR1.
The pre-release resides in `/proj/prerelease/2003`.
The base release resides in `VEC$BASE:[BASE213.2003.DBV]`.
The pre-release package was archived in `ENV_SW_ARCHIVE_DEVICE[PREREL]`.

Changes from previous level are listed below:

- (1) FLINP v4.7.0 to v4.7.1 ;FUELUSED and PCM_FUEL_LVL reset to zero with PCM reset
- (2) URD 42559 ;K_FUEL_CAL minimum value changed from 100 to 65
- (3) P0443, P0446 definition change ;changed fault codes from PURG_ID to CCM_ID for DIAGX control

Changes (1) and (2) were made at request of OBDII calibration team. Item (3) fixes installation guide version code difference. With official release now complete, I shall delete files from user\$14:[prelim_sw] directory as memory is needed in this directory for other experimentals.

Any questions, please feel free to ask.

John D. Visas visas@vistron.com
Escape, Ranger, Explorer sport trac
Software engineer for engine computer
Visteon Powertrain Department
Tel: 313-755-8012 Fax: 313-755-2857

From: Dalbo, Bob (R.J.)
Sent: Wednesday, February 06, 2002 5:05 PM
To: Williams, Lee (LHW.)
Cc: Fournelle, Gilbert (G.)
Subject: RE: Friday

Given that this investigation will go on until August, I think we need to start transitioning the lead role to Gilbert. We'll get him involved in the meetings as they come up so you can disengage from this particular project.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

—Original Message—

From: Williams, Lee (LHW.)
Sent: Wednesday, February 06, 2002 4:31 PM
To: Dalbo, Bob (R.J.)
Subject: Friday

Hey Bob:

This Friday I am the emcee at Ford's 21st annual Black History Month Event at WHQ auditorium. Jim Padilla, Martin Ingles, and a whole lot of execs (Even Bill Ford, tentatively) will be in attendance. It starts at 6 PM and I was going to get there around 2:30PM to greet the guests, and be the host before leading the ceremony. It is exciting, over 900 people will be in attendance!

I was going to do this:

- a. Get to TEE at 6 or 7 and leave around 2:30
- b. take a vacation day.

I wanted to take a vac day to Friday to rest, but I know the stalls issue is heating up Bob, and I am not sure if any meeting related to stalls/NHTSA was scheduled for Friday.

What are your thoughts? We can chat later today.

Regards,
Lee Williams
For More, Count on Lee
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1AE20
Phone: (313)33-72503
Fax: (313) 32-31786

From: Powell, Cary (C.M.) [cpowell3@visteon.com]
Sent: Thursday, February 07, 2002 12:06 PM
To: Moore, Bryan (B.L.); Dalbo, Bob (R.J.); Bedwell, Jack (J.R.)
Cc: Fournelle, Gilbert (G.); Williams, Les (LHW.); Klostermann, Eric (E.)
Subject: RE: Vehicles at APG

Bryan,

The test is generally a three day test on the dirt road durability route.

We install an "absolute" filter on the vehicle in the desired location for the carbon canister vent. This filter is plumbed directly to the VMV and the VMV is programmed to run 100% of the time during the test at max. flow (2 cfm). Essentially we weigh the filter before and after the drives to interpolate the data for a vehicle life of 100K miles.

Cary Powell
Truck Fuel Systems
(313) 755-0282 phone
(313) 755-5660 fax

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Thursday, February 07, 2002 11:28 AM
To: 'cpowell3@visteon.com'; 'jbedwell@visteon.com'
Cc: Moore, Bryan (B.L.); Fournelle, Gilbert (G.); Williams, Les (LHW.); Klostermann, Eric (E.)
Subject: RE: Vehicles at APG

Cary/Jack,

Could one of you please contact Bryan ASAP to describe your testing in detail and work out timing to do the testing. We need may need this info for a NHTSA investigation into Escape/Tribute engine stalling.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

> **From:** Moore, Bryan (B.L.)
> **Sent:** Thursday, February 07, 2002 8:39 AM
> **To:** Dalbo, Bob (R.J.)
> **Subject:** RE: Vehicles at APG

>
> Bob:

>
> My contact at APG is Steve Bradley (sbradle1). Can I ask what this ingestion testing involves though?? I want to make sure we don't compromise

my test results for my Brake Balance test coming up after this. You can

call me on x27988.

>

> Thanks.

>

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

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

> Sent: Wednesday, February 06, 2002 5:37 PM

> To: Moore, Bryan (B.L.); 'cpowell13@visteon.com'

> Cc: McIlhargey, Pamela (P.A.); Fournelle, Gilbert (G.); Williams,
Lee

(LHW.); Klostermann, Eric (E.)

> Subject: RE: Vehicles at APG

>

> Brian,

> Thanks for the opportunity. Do you have a contact at APG to arrange
the

test schedule so that Visteon can do their dust injection testing?

>

> Cary,

> Who is your APG resident? Is he/she prepared to conduct this testing?
Was your plan to use a stuck-open check valve or to remove the existing
valve?

>

> Bob Dalbo

> 3.0L Calibration Supervisor

> Outfitters Calibration, North American Truck

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

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

>

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

> From: Moore, Bryan (B.L.)

> Sent: Wednesday, February 06, 2002 10:32 AM

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

> Cc: McIlhargey, Pamela (P.A.)

> Subject: RE: Vehicles at APG

>

> Bob:

>

> I'm sure we can work something out. The 4x4 V6 at APG should be
finished

running the first test relatively soon. If your testing can be done out
there and will only take a few days, then we can probably do it. But, I
have to have the vehicle back to Pam by March-8th...and my second test
will

take 14 days to complete.

>

> Give me a call so we can talk.

>

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

> From: McIlhargey, Pamela (P.A.)

> Sent: Tuesday, February 05, 2002 5:05 PM

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

> Cc: Moore, Bryan (B.L.)

> Subject: Vehicles at APG

>

> Bob:

> Please contact Bryan Moore.

> He has borrowed these 2 Escape for testing at APG

> Tag: 301W715 (I-4 Manual)

> & 566T135 (Auto. V-6)
>
> His testing will Completed March 8, 2002
> Hopefully you can piggy-back the testing you need.
> If not...contact me & we'll see what we can do.
>
> Jarrett Knew also has vehicle testing at APG..but he's running
Durability
Testing
>
> Thanks
> Pam
> Pamela A. McIlhargey
> U204 /U293 Program Vehicle Coordinator
> PDC - Cube 2H-B44
> Ph: 313-248-9160
> Fax: 313-845-3654
> pmcilhar@ford.com
> They say....That to Abandon One's Life for a Dream is to Know It's
True
Worth!
>

From: mprice28@ford.com
Sent: Monday, February 04, 2002 3:46 PM
To: gfournel@ford.com
Subject: 94-1617 ESCAPE STALL AFTER SSM 15589 (FCSD ISM v1.3 Notification)

*(Begin automated email)

PRIVILEGED AND CONFIDENTIAL
*** DRAFT ***

This message is being sent on behalf of mprice28 to techhot@ford.com, mrobin30@ford.com, rdalbo@ford.com, gfournel@ford.com, rsuarez8@ford.com, slimtiac@mazdausa.com, daltoni@ford.com, drothwai@mazdausa.com for purposes of email compatibility. You are requested to provide input to the author of this message. Forward/send any comments to the author of this message only. Do NOT reply directly to this note.

Comments:
(no comment)

ISM Author: mprice28
Activity Code: 94 Tech Hotline
Tracking Number: 94-1617
Does this request supersede an active ISM? Yes
ISM to supersede: 02-01-070
Is this a publication specs concern? No
Applications:
(application 1) 2001-2002 Escape 3.0L Duratec

CQIS Codes: 607***, 611***
Supervisor CDSID: mrobin30
Consultant CDSID: lwilli73
ISM Number:

Current Text:

Some 2001-2002 Escapes may exhibit an intermittent stall, verify SSM 15589 has been done and perform the following checks. For stalling over bumps wiggle ignition key to try to duplicate, if cuts out then make sure customers keyring weighs less than 8oz and replace ignition switch if necessary. Disconnect and inspect PCM harness for burned or bent pins. Inspect VMV for sticking, perform WDS evap test or smoke test. If stall is related to RFI(ie: radio tower/2-way radio) replace maf w/1L2Z-12B579-BA. Check IAC%(<38%). Inspect IAC and throttle body for carbon or sludge, if present replace w/YF1Z-9F715-AA(IAC), YL8Z-9E926-DA(throttle body). Inspect C270B,C,D, C110, C133 for water intrusion/pin problems. Inspect G300, G100, remove battery tray and inspect G104/105, G101.

Last act taken (as of 04-Feb-2002, 3:45:45 PM): Submit to OASIS

{End automated email} "

From: Williamson, David (D.E.)
Sent: Tuesday, November 27, 2001 1:27 PM
To: Bishop, Chris (C.B.); Boals, Sandra (S.L.); Khan, Naveed (N.A.); Williamson, David (D.E.)
Co: Fournelle, Gilbert (G.)
Subject: RE: MAF sensor change for 3.0L U204

This is new to me. As far as timing, Naveed should be able to supply that for you.

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

From: Bishop, Chris (C.B.) [mailto:cbishop2@visteon.com]
Sent: Tuesday, November 27, 2001 1:17 PM
To: 'Boals, Sandra (S.L.)'; Khan, Naveed (N.A.); Bishop, Chris (C.B.); Williamson, David (D.E.)
Cc: Fournelle, Gilbert (G.)
Subject: RE: MAF sensor change for 3.0L U204

This MAFS is a current production part, no timing req'd as far as the component is concerned.

Chris Bishop
313 755-4029
Text Pager: 888-375-7674
Sensor Applications
PCSD, Visteon

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

From: Boals, Sandra (S.L.) [mailto:sboals@ford.com]
Sent: Tuesday, November 27, 2001 11:46 AM
To: 'nkhan3@visteon.com'; 'cbishop2@visteon.com'; Williamson, David (D.E.)
Cc: Fournelle, Gilbert (G.)
Subject: FW: MAF sensor change for 3.0L U204

Naveed, Chris, Dave -

Can any of you help with Gilbert's questions (see note below). I've never gone through this process before, so I don't know...

Thanks,

Sandy Boals
U204 PTSSE, Air Induction System D&R
West Park Center (WPC), Cube 426-D
Phone: (313) 845-4661 / FAX: (313) 845-9162
Text Pager: (888) 210-1641

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

> **From:** Fournelle, Gilbert (G.)
> **Sent:** Tuesday, November 27, 2001 7:52 AM
> **To:** Boals, Sandra (S.L.)

> Cc: Bogema, Melissa (N.)
> Subject: MAF sensor change for 3.0L U204
>
> Sandy,
>
> I wrote the white papers for the MAF sensor change from XF2E-AA to
1L2F-BA
(attached below) last Wednesday. John Bogema initiated the concern
(CI1299286). Is there any other paperwork which needs to be processed
on
our side? Could you give me some info on the timing of this change, i.e.
how
long will it take for the new parts to reach the plant. When would
parts
officially be released for service? The parts are currently used on
other
vehicle lines already. The service part number should be
1L2Z-12B579-BARM.
>
>
> > <<maf white paper 2001.doc>> > > <<maf white paper 2002.doc>>
>
>
> Sincerely,
>
> Gilbert Fournelle
> V6 U204 Calibration Engineering
> 1AE27 Truck Engine Engineering (TEE)
> Phone: (313) 3904968 Fax: (313) 3231786
>

From: Herr, George (G.J.)
Sent: Tuesday, November 27, 2001 4:30 PM
To: Fournelle, Gilbert (G.); Holmes, Jeffrey (J.R.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: Calibration changes for running change and service fix for all markets

Gilbert,
We will not be able to fully validate the proposed change by Friday. We've had an end of line test issue come up in Kansas City that will take some time sort out. Jeff and I have to discuss the validation plan and will let you know soon when we will be ready to approve the proposed change. I am sorry for the delay. Please call me with any questions. Thank you...

George J. Herr
CD4E Calibration Supervisor
ATO Bldg / MD #27
734.458.0702 / 734.523.5523 (fax) / 734.297.1547 (text pager)

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

From: Fournelle, Gilbert (G.)
Sent: Tuesday, November 27, 2001 11:31 AM
To: Holmes, Jeffrey (J.R.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Subject: RE: Calibration changes for running change and service fix for all markets

Jeff,

We are planning to release these changes for production as an R10 calibration and for service this Friday, pending your input. The concern number for the change is C11299149 and the white paper numbers are 03.14.01-1722 (production) and 03.14.01-1723 (service). Please let me know as soon as possible if you have any issues.

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

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

From: Fournelle, Gilbert (G.)
Sent: Thursday, November 08, 2001 7:47 PM
To: Holmes, Jeffrey (J.R.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Subject: RE: Calibration changes for running change and service fix for all markets

Jeff,

An addition for the statement made below:

Desnaf - am - maferr

maferr is fed into the integral term idci by use of the old value for idci and the integral gain gi
idci is clipped to the term idc_cl (value between idc_min and idc_max)
idc_cl is then added to ISCDTY.

You can verify that with nominal hardware, the value for idc_cl is very small, which shows that there is no substantial calibration change.

Sincerely,

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

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

From: Fournelle, Gilbert (G.)
Sent: Thursday, November 08, 2001 6:40 PM
To: Holmes, Jeffrey (J.R.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Subject: RE: Calibration changes for running change and service fix for all markets

Jeff,

There should be no difference in engine behaviour with the proposed calibration changes if the hardware (MAF and ISC) is in spec. The change is being proposed as a robustness improvement. We have found that some ISC valves in the field failed to meet the flow spec at 30 and 40 % duty cycle. The ISC valves have been identified as a contributor in our stall investigation. 3 out of 9 valves which were returned to Hitachi failed the low flow spec at 30 and 40% duty cycle. Hitachi is working on an 8D to find the root cause of this problem. Les Williams can supply you with the flow data if you desire to review it.

The proposed calibration change would increase the ISC duty cycle (by +/- 10%) until DESMAF = MAF (as expressed in the term maferr) during a closed throttle decel.

We will not increase nor decrease the airflow during a closed throttle decel with nominal hardware. Therefore, actual rpm versus DSDRPM should not change. Current testing has not shown any undesired effects. Coastdown from 40mph to 10mph in drive was unaffected on 309W542 at the dearborn test track. Emissions testing (ongoing FTP and US06 test) have also shown that there is no emissions difference between the current and proposed calibration changes

I am currently in Colorado with John Bogema, John Hockaday and Don Altconian to verify that there are no undesired effects at altitude. I can acquire RCON data for you if you send me a list of the parameters which you would like to get recorded for your verification.

Sincerely,

Gilbert Fournelle

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

From: Holmes, Jeffrey (J.R.)
To: Fournelle, Gilbert (G.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Sent: 11/8/01 3:46 PM
Subject: RE: Calibration changes for running change and service fix for all markets

Gilbert,

I will start to put together a transmission calibration verification plan. With only the detail you mention below, I will need to ensure none of the bypass air sensitive shift events and engagements are impacted (closed throttle upshifts, backout upshifts, closed throttle coastdown shifts, static R-D/D-R). Can you give me additional details regarding the specific impacts of this change. Will I see an improvement in actual engine speed versus dadrpm? Can I expect more air flow or less air flow while in closed loop control over the new vehicle speed range? Have you encountered any other interactions in your calibration? Please let me know. Thanks.

Regards,

Jeffrey Holmes jholme10@ford.com
U204 CD&E Transmission Calibration
Ford Motor Company - ATO - CD&E Systems Design
phone: (734) 45-80983 / fax: (734) 52-35523 / page: (734) 296-4138

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

>From: Fournelle, Gilbert (G.)
>Sent: Monday, November 05, 2001 12:00 PM
>To: Holmes, Jeffrey (J.R.)
>Cc: Dalbo, Bob (R.J.)
>Subject: Calibration changes for running change and service fix
>for all markets

>

>Jeff,

>

>We are having a stalling problem with Escape/Tribute. We found out that
>dirty/sticky ISC valves can be the cause of some of these stalls. By
>making a calibration change, we can substantially improve the
>robustness with such a defective valve. We have verified the changes
>do not cause any issues here in Dearborn on our calibration vehicles.
>We are planning to evaluate the changes in Colorado later on this week.

>

>The changes are as follows:

>

>vsclp=120 (currently 10 mph) (vehicle speed clip below which closed
>loop ISDTY is allowed)
>gi =0.25 (currently 0.5) (integral gain on the closed loop
>feedback)

>

>The change will allow a closed loop feedback on ISCDTY, based of the
>MAF sensor during a closed throttle decel. Currently, the closed loop
>feedback is only enabled below 10 mph during closed throttle decel. We
>are planning to release this for service (2001 & 2002) and put it in
>production as soon as possible. Could you please evaluate these
>changes and verify that there is no concern on your part.

>

>Sincerely,

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

From: Fascetti, Bob (R.J.)
Sent: Wednesday, November 28, 2001 3:59 PM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: FW: Calibration changes for running change and service fix for all markets

Info.

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

From: Herr, George (G.J.)
Sent: Wednesday, November 28, 2001 3:57 PM
To: Fascetti, Bob (R.J.)
Cc: Baum, Joe (J.M.); Holmes, Jeffrey (J.R.)
Subject: RE: Calibration changes for running change and service fix for all markets

Bob,
Jeff no longer has to travel to KCAP on Friday for the end of line test issue. This should help us speed up the evaluation. He has studied the potential effects and has completed the evaluation on coast-downs. We still need to evaluate the potential effects on back-out events. We'll report further on the status in tomorrow's 1:30 meeting.

George J. Herr
CD4E Calibration Supervisor
ATO Bldg / MD #27
734.458.0702 / 734.523.5523 (fax) / 734.297.1547 (text pager)

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

From: Fascetti, Bob (R.J.)
Sent: Wednesday, November 28, 2001 10:35 AM
To: Herr, George (G.J.)
Cc: Baum, Joe (J.M.)
Subject: FW: Calibration changes for running change and service fix for all markets

George,
we need a faster response. This is a big issue and we are having to report weekly to Jim Padilla on it. We sent the change details on the 5th, and we need an evaluation and signoff asap.

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, November 27, 2001 4:45 PM
To: Fascetti, Bob
Subject: FW: Calibration changes for running change and service fix for all markets

We don't expect any issues, but CD4E hasn't evaluated our stall fix yet.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, North American Truck

Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Herr, George (G.J.)
Sent: Tuesday, November 27, 2001 4:30 PM
To: Fournelle, Gilbert (G.); Holmes, Jeffrey (J.R.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: Calibration changes for running change and service fix for all markets

Gilbert,

We will not be able to fully validate the proposed change by Friday. We've had an end of line test issue come up in Kansas City that will take some time sort out. Jeff and I have to discuss the validation plan and will let you know soon when we will be ready to approve the proposed change. I am sorry for the delay. Please call me with any questions. Thank you...

George J. Herr
CD4E Calibration Supervisor
ATO Bldg / MD #27
734.458.0702 / 734.523.5523 (fax) / 734.297.1547 (text pager)

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

From: Fournelle, Gilbert (G.)
Sent: Tuesday, November 27, 2001 11:31 AM
To: Holmes, Jeffrey (J.R.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Subject: RE: Calibration changes for running change and service fix for all markets

Jeff,

We are planning to release these changes for production as an R10 calibration and for service this Friday, pending your input. The concern number for the change is C11299149 and the white paper numbers are 03.14.01-1722 (production) and 03.14.01-1723 (service). Please let me know as soon as possible if you have any issues.

Gilbert Fournelle
V6 U204 Calibration Engineering
1A827 Truck Engine Engineering (TEE)
Phone: (313)3904968 Fax: (313)3231786

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

From: Fournelle, Gilbert (G.)
Sent: Thursday, November 08, 2001 7:47 PM
To: Holmes, Jeffrey (J.R.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Subject: RE: Calibration changes for running change and service fix for all markets

Jeff,

An addition for the statement made below:

Desmaf - am = maferr
maferr is fed into the integral term idci by use of the old value for
idci and the integral gain gi
idci is clipped to the term idc_cl (value between idc_min and idc_max)
idc_cl is then added to ISCTTY.

You can verify that with nominal hardware, the value for idc_cl is very
small, which shows that there is no substantial calibration change.

Sincerely,

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

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

From: Fournelle, Gilbert (G.)
Sent: Thursday, November 08, 2001 6:40 PM
To: Holmes, Jeffrey (J.R.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Subject: RE: Calibration changes for running change and service fix for
all markets

Jeff,

There should be no difference in engine behaviour with the proposed
calibration changes if the hardware (MAF and ISC) is in spec. The change
is being proposed as a robustness improvement. We have found that some
ISC valves in the field failed to meet the flow spec at 30 and 40 % duty
cycle. The ISC valves have been identified as a contributor in our stall
investigation. 3 out of 9 valves which were returned to Hitachi failed
the low flow spec at 30 and 40% duty cycle. Hitachi is working on an 8D
to find the root cause of this problem. Les Williams can supply you with
the flow data if you desire to review it.

The proposed calibration change would increase the ISC duty cycle (by +/-
10%) until DESMAF = MAF (as expressed in the term maferr) during a
closed throttle decel.

We will not increase nor decrease the airflow during a closed throttle
decel with nominal hardware. Therefore, actual rpm versus DSDRPM should
not change. Current testing has not shown any undesired effects.
Coastdown from 40mph to 10mph in drive was unaffected on 309W542 at the
dearborn test track. Emissions testing (ongoing FTP and US06 test) have
also shown that there is no emissions difference between the current and
proposed calibration changes

I am currently in Colorado with John Bogema, John Hockaday and Don
Altoonian to verify that there are no undesired effects at altitude. I
can acquire RCON data for you if you send me a list of the parameters
which you would like to get recorded for your verification.

Sincerely,

Gilbert Fournelle

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

From: Holmes, Jeffrey (J.R.)
To: Fournelle, Gilbert (G.)
Cc: Dalbo, Bob (R.J.); Herr, George (G.J.)
Sent: 11/8/01 3:46 PM
Subject: RE: Calibration changes for running change and service fix for all markets

Gilbert,

I will start to put together a transmission calibration verification plan. With only the detail you mention below, I will need to ensure none of the bypass air sensitive shift events and engagements are impacted (closed throttle upshifts, backout upshifts, closed throttle coastdown shifts, static R-D/D-R). Can you give me additional details regarding the specific impacts of this change. Will I see an improvement in actual engine speed versus dsdrpm? Can I expect more air flow or less air flow while in closed loop control over the new vehicle speed range? Have you encountered any other interactions in your calibration? Please let me know. Thanks.

Regards,

Jeffrey Holmes jholme10@ford.com
U204 CD4E Transmission Calibration
Ford Motor Company - ATU - CD4E Systems Design
phone: (734) 45-80983 / fax: (734) 52-35523 / page: (734) 296-4138

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

>From: Fournelle, Gilbert (G.)
>Sent: Monday, November 05, 2001 12:00 PM
>To: Holmes, Jeffrey (J.R.)
>Cc: Dalbo, Bob (R.J.)
>Subject: Calibration changes for running change and service fix
>for all markets

>

>Jeff,

>

>We are having a stalling problem with Escape/Tribute. We found out that
>dirty/sticky ISC valves can be the cause of some of these stalls. By
>making a calibration change, we can substantially improve the
>robustness with such a defective valve. We have verified the changes
>do not cause any issues here in Dearborn on our calibration vehicles.
>We are planning to evaluate the changes in Colorado later on this week.

>

>The changes are as follows:

>

>vaclp=120 (currently 10 mph) (vehicle speed clip below which closed
>loop ISDTY is allowed)
>gi =0.25 (currently 0.5) (integral gain on the closed loop
>feedback)

>

>The change will allow a closed loop feedback on ISCDTY, based of the
>MAF sensor during a closed throttle decel. Currently, the closed loop
>feedback is only enabled below 10 mph during closed throttle decel. We

>are planning to release this for service (2001 & 2002) and put it in
>production as soon as possible. Could you please evaluate these
>changes and verify that there is no concern on your part.

>

>Sincerely,

>

>Gilbert Fournelle

>V6 U204 Calibration Engineering

>1AE27 Truck Engine Engineering (TEE)

>Phone: (313)3904968 Fax: (313)3231786

>

From: Dalbo, Bob (R.J.)
Sent: Tuesday, November 20, 2001 4:36 PM
To: Fournelle, Gilbert (G.); Klostermann, Eric (E.)
Subject: FW: Question

FYI.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Kwon, Soon (S.K.)
Sent: Tuesday, November 20, 2001 10:35 AM
To: Williams, Les (LHW.); Dalbo, Bob (R.J.)
Cc: Hofman, Michael (M.V.)
Subject: FW: Question

Info on Yahoo website for Escape stalls.

Regards,
Soon Kwon
Escape/Tribute P/T OPD Supervisor
Compact Utility PTSE, TVC
452F WPC, 5111 Auto Club Drive, Dearborn 48126
Phone (313) 322-6844, Fax (313) 323-1153
Pager (888) 375-6922, email: skwon@ford.com

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

From: Brennan, Patrick (P.M.)
Sent: Tuesday, November 20, 2001 10:24 AM
To: Dent, John (J.S.); Hofman, Michael (M.V.); Kwon, Soon (S.K.)
Subject: RE: Question

this one is for Mike/Soon.
The are working on this issue.

Pat Brennan
Powertrain Engineering Manager - Stationary Components, Outfitters
Phone: 313 323 0621
Fax: 313 323 1153
pbrennan@ford.com

Administrative Assistant: Kathy Johnson (kjohns54@ford.com)

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

From: Dent, John (J.S.)

Sent: Tuesday, November 20, 2001 9:44 AM
To: Galhotra, Kumar (A.)
Cc: Brennan, Patrick (P.M.)
Subject: FW: Question

Kumar, this question came in from our HEV Website and I thought you should see it. Can someone on your team draft a response and send it to me? Thanks.

Learn more about the Ford HEV at www.hybridFord.com
(an ISO 14001 certified Program Team)
John Dent

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

From: MagicalBob@aol.com [mailto:MagicalBob@aol.com]
Sent: Monday, November 19, 2001 10:42 PM
To: jcaste22@ford.com
Subject: Question

I have a 2001 Escape and would like to know if 'FORD' (in general) knows about the excessive number of complaints regarding STALLING on the NHTSA web site and the following site:
<http://clubs.yahoo.com/clubs/thefordescapeclub>.
This is my 3rd brand new Ford and 2nd in a row from the same dealer.

Thank you,
Robert Weinowitz

From: Dalbo, Bob (R.J.)
Sent: Thursday, November 15, 2001 6:46 PM
To: Fournelle, Gilbert (G.)
Subject: RE: Vacation

Done. Thanks for your extraordinary efforts to bring this change home.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

—Original Message—

From: Fournelle, Gilbert (G.)
Sent: Thursday, November 15, 2001 4:05 PM
To: Williams, Les (LHW.); Klostermann, Eric (E.); Ehojwani, Kamel (K.); Bogema, John (P.); Dalbo, Bob (R.J.); Hockaday Jr., John (J.C.); Malasa, John (J.); Mikota, Dennis (D.P.); Pawlak, Greg (G.J.); Smith, Tony (T.R.); Wakenell, Ray (R.A.)
Subject: Vacation

I plan to take a comp day on 11/21 and on 11/26.

Gilbert Fournelle

V8 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

From: Dalbo, Bob (R.J.)
Sent: Monday, November 19, 2001 8:20 PM
To: Fournelle, Gilbert (G.); Hofman, Michael (M.V.); Fascetti, Bob
Cc: Williams, Les (LHW.); Kwon, Soon
Subject: FW: Summary of EMC results on Powertrain's Engine Stall Issue

Info on EMC testing status. I asked Joe Grandas (Ford) to provide the PSW EMC data for the DPFE sensor and John McDonald (Visteon) to provide similar data for the MAFS and PCM.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31788
Pager: (313)795-2859 E-mail: rdalbo@ford.com

—Original Message—

From: Kwon, Soon (S.K.)
Sent: Monday, November 19, 2001 4:05 PM
To: Williams, Les (LHW.); Dalbo, Bob (R.J.)
Subject: FW: Summary of EMC results on Powertrain's Engine Stall Issue

Info.

Tom Hermann also told me we need component level EMC test data for P/T parts like IAC, DPFE, EVR, MAF (we know about this), CID, etc..
I will initiate the request to Mazda for this.

Thanks.

Regards,
Soon Kwon
Escape/Tribute P/T OPD Supervisor
Compact Utility PTSE, TVC
452F WPC, 5111 Auto Club Drive, Dearborn 48128
Phone (313) 322-6844, Fax (313) 323-1163
Pager (888) 375-8822, email: skwon@ford.com

—Original Message—

From: Diaz, Timothy (T.P.)
Sent: Monday, November 19, 2001 3:39 PM
To: Nemotohahi, Sonya (S.)
Cc: Kwon, Soon (S.K.)
Subject: Summary of EMC results on Powertrain's Engine Stall Issue

Sonya,

At today's meeting, I reported that Radiated Immunity Testing revealed engine stumbles and stalls at the following frequencies:

20-22 MHz	60 V/m	Engine Stumble
7-10 MHz	50 V/m	Engine Stall

Visteon provided a fixed MAF sensor for the 7-10 MHz issue.
An on-board transmitter which operated at 21 MHz was installed in the vehicle and no vehicle level issues were found. The on board transmitter test provides a real world scenario for something the vehicle might see in its environment.

I would like to reiterate that these EMC issues could NEVER possibly account for the number of engine issues we are seeing in the field. Also, it has been expressed that the team would like to fix the part of the issue that could be attributed to EMC. Our team has accomplished this. We fixed the issue for the 7-10 MHz range and have demonstrated that the anechoic chamber failure at 20-22 MHz is not representative of what the customer might see. The on board test is representative of what the customer might see.

Let me know if I may contribute to this effort in any further way.

Thank you.

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892
e-mail: tdiez@ford.com

From: Williams, Les (LHW.)
Sent: Thursday, November 15, 2001 9:24 AM
To: Fomelle, Gilbert (G.)
Subject: FW: Throttle Body

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

From: Cunningham, David (D.N.) [mailto:dcunni1@visteon.com]
Sent: Thursday, November 15, 2001 7:16 AM
To: 'Williams, Les (LHW.)'
Subject: RE: Throttle Body

Les,
IAF is idle airflow. "Line" is the production flow tester and GTC is Master Flow (Global Technology Center).
Units are SCFM, standard cubic feet per minute.
Spec is in the lower right hand corner of the spread sheet.
Every part is flow set but NOT serialized so that it cannot be tied to a specific flow number. Each part that passes receives a stamp indicating that the part met specs and the tester number.

DC

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

From: Williams, Les (LHW.) [mailto:lwilli73@ford.com]
Sent: Wednesday, November 14, 2001 3:57 PM
To: 'Cunningham, David (D.N.)'
Cc: Dalbo, Bob (R.J.); Padula, Sarah (S.K.); Altoonian, Don (D.J.)
Subject: RE: Throttle Body

Thx Dave, a few questions:

1. What do 'line IAF' 'GTC IAF' mean?
2. what are the units?
3. What are the upper and lower spec limits of the throttle bodies?
4. Are 100% of the throttle bodies flowed before leaving the plant? If so, it would be interesting to see if we had info on the out-of-spec parts to see what the flow data looked like just before they left plant (ie when they were brand new so we could see how they degraded over time).

thx,
Les

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

From: Cunningham, David (D.N.) [mailto:dcunni1@visteon.com]
Sent: Wednesday, November 14, 2001 3:29 PM
To: Cunningham, David (D.N.); 'Williams, Les (LHW.)'; 'Altoonian, Don (D.J.)'
Cc: 'Dalbo, Bob (R.J.)'; Padula, Sarah (S.K.)

Subject: RE: Throttle Body

Attached is the spread sheet with the current data.
Dave C.

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

From: Cunningham, David (D.N.)
Sent: Wednesday, November 14, 2001 1:40 PM
To: 'Williams, Les (LHW.)'; Altoonian, Don (D.J.)
Cc: Cunningham, David (D.N.); Dalbo, Bob (R.J.); Padula, Sarah (S.K.)
Subject: RE: Throttle Body

Folks,
The seven throttle bodies have been checked and they flowed between 2.66 and 2.87 SCFM on the production tester. I will verify in Master Flow and forward the complete data ASAP.

Dave C.

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

From: Williams, Les (LHW.) [mailto:lwilli73@ford.com]
Sent: Wednesday, November 14, 2001 10:13 AM
To: Altoonian, Don (D.J.)
Cc: 'dcummin1@visteon.com'; Dalbo, Bob (R.J.)
Subject: Throttle Body

Hello Don:

I delivered the throttle bodies to Dave Cunningham, and just to clarify things... these are brand new from Steve Lintiacco of Mazda, correct? We still would like to flow test these correct?

Did you ever get any with sludge accumulation?

Thx Don!!

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

From: Altoonian, Don (D.J.)
Sent: Tuesday, November 13, 2001 6:35 PM
To: Williams, Les (LHW.)
Cc: Miller, Brian (B.J.)
Subject: RE: Evap Components Illustration

Les, the assembly comes into K/C complete. It is serviced as individual pieces by service. The assembly consists of the canister, vent solinoid, dust separator, evap vent check valve, hoses and clamps, all mounted on a mounting plate

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

From: Williams, Les (LHW.)

Sent: Tuesday, November 13, 2001 5:57 PM

To: Kwon, Soon (S.K.); Miller, Brian (B.J.)

Cc: Hofman, Michael (M.V.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.);

Rothweiler, Daniel (D.); 'cpowell13@visteon.com'

Subject: FW: Evap Components Illustration

Soon and Brian:

Here are the part #'s, they are all Mazda, but hopefully you have conversions to Ford Part #'s. The drawing should assist you. Dan was not sure if Assy came as one piece to KCAP?

Cary, does the Evap Canister Assy arrive at KCAP as one piece? If so, do you have the part number.

Thanks Gentlemen,
Les

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]

Sent: Tuesday, November 13, 2001 5:02 PM

To: 'lwilli73@ford.com'

Subject: Evap Components Illustration

Les, Here is a photo of the necessary part numbers that make up the canister assembly. It is taken from our Mazda Parts Catalog.

Let me know if you have any problems reading the file type.

<<Tribute Evap Assembly.gif>>

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-620-2207

From: Dalbo, Bob (R.J.)
Sent: Thursday, November 08, 2001 7:19 PM
To: Suarez, Rhee (R.)
Cc: Fournelle, Gilbert (G.); Williams, Lee (LHW.); Bhojwani, Kamal
Subject: FW: 2001 Escape 3.0L Duratec Engine Stall-No MIL, No Codes (FCSD ISM v1.3 Request for input)

Rhee,
How's this for <880 characters:

SOME 2001/2002 3.0L ESCAPES MAY EXPERIENCE AN INTERMITTENT STALL. TYPICALLY A 1 TIME STALL, NO DTC'S, NO MIL, USUALLY DURING DECEL, AND RESTARTS IMMEDIATELY. WHEN NORMAL DIAGNOSTICS DO NOT PIN POINT ROOT CAUSE, TAP ON EEC PWR RELAY (FOR LOCATION USE 2001 ESCAPE WIRING DIAGRAM SECTIONS 303-07B-00-1 CONNECTOR # C1016, 700-06-00-37 BATTERY JUNCTION BOX) IF THE ENGINE STALLS/STUMBLES REPLACE THE RELAY WITH PART# F0AZ-14N089-A. CHECK RELAY PDB FOR PIN PUSHOUT. CHECK FOR LOOSE PCM GROUNDS-G104&G105 UNDERNEATH BATTERY TRAY (WILL HAVE TO REMOVE TRAY TO GET ACCESS TO GRNDS), G101 ON TRANSMISSION UNDERNEATH BATTERY TRAY AND G100 ON BULKHEAD. CHECK IAC VALVE - REPLACE IF PART NUMBER IS NOT YF1E-9F715AB. CHECK CONNECTORS C270B, C270C, C270D, & C270E FOR LOOSE CONNECTION, CORROSION, WATER INTRUSION, OR TERMINAL/PIN DAMAGE.

Gilbert/Kamal/Les,
Does this capture the essence of the message below or did I lose anything in the truncation?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31788
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, October 11, 2001 5:08 PM
To: Suarez, Rhee (R.)
Cc: Moorhouse, Scott (S.R.); Bhojwani, Kamal (K.)
Subject: RE: 2001 Escape 3.0L Duratec Engine Stall-No MIL, No Codes (FCSD ISM v1.3 Request for input)

Ray,
I agree with the changes below. Key elements to be included:

- stall with immediate restart
- replace relay if tapping causes disruption of engine operation
- all grounds mentioned should be tight
- C270 connectors must all be undamaged and properly inserted.

Thanks for all your help.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31788

—Original Message—

From: Bhojwani, Kamal (K.)
Sent: Thursday, October 11, 2001 3:58 PM
To: Dalbo, Bob (R.J.); Moorhouse, Scott (S.R.)
Subject: 2001 Escape 3.0L Duratec Engine Stall-No MIL, No Codes (FCSD ISM v1.3 Request for Input)

Bob, please forward to Rhas Suarez if you agree with the changes below. Thanks!

Some 2001 Escape 3.0L's may experience an intermittent stall on decel with an immediate restart. Typically, this concern maybe characterized as a 1 time stall, no codes, no MIL, usually during coast down or decel modes, and always with an immediate restart. Where normal diagnostics fail to pin point root cause, check the EEC pwr relay-have technician tap on relay (FOR LOCATION OF THE EEC-V RELAY USE 2001 ESCAPE WIRING DIAGRAM SECTIONS 303-07B-00-1 CONNECTOR # C1016, 700-06-00-37 BATTERY JUNCTION BOX). IF THE ENGINE STALLS OR STUMBLES REPLACE THE RELAY WITH PART # F0AZ-14N089-A, check connections at PDB for pin pushout, check PCM Grounds - G104&G105 underneath battery tray for being loose (will have to remove tray to get access to grnds), check EEC Case Ground - G100 on bulkhead for being loose, check Ground G101 on transmission, underneath battery tray (do this at the same time as G104&G105), for being loose, check IAC valve - if part number is OTHER THAN YF1E-9F715AB, IT MUST BE REPLACED, and check connectors C270b, C270c, C270d, & C270e for loose connection, signs of corrosion or water intrusion, or terminal/pin damage.

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

From: Dalbo, Bob (R.J.)
Sent: Thursday, November 08, 2001 7:28 PM
To: Grandas, Joseph (J.M.); 'jmccona3@visteon.com'; Hermann, Thomas (T.J.); 'cbishop2@visteon.com'
Cc: Fascetti, Bob (R.J.); Williams, Lee (LHW.); Fournelle, Gilbert (G.)
Subject: RE: Component EMC test Data

Tom,
The only active (transistorized) components in our control system (all of which can cause stalling) are the mass airflow sensor, the DPFE sensor and the powertrain control module.

Chris/Joe/John,
Please provide the data requested by Tom Hermann below for the MAFS, DPFE, and PCM, respectively, to Tom and I. A short note stating when the data will be available would also be helpful.

Thanks, guys.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

---Original Message---

From: Hermann, Thomas (T.J.)
Sent: Thursday, November 08, 2001 10:46 AM
To: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.)
Subject: Component EMC test Data
Importance: High

Bob & Bob, per our conference call today, we need the component EMC data from the electrical components that could contribute to the engine stalls (e.g. PCM, delta PFE, MAF etc...) This data is required in order for a supplier to meet PSW and is part of their component DVP.

A good contact at Visteon would be Mark Zaremski 755-7310 for components supplied by Visteon.

Attached is the data from MPG for the on-board testing.

Thomas J. Hermann
Section Supervisor
Cross Vehicle EMC Technology & Applications
Research & Vehicle Technology, Ford Motor Company
Phone: (313) 33-75410

ER82-627 27487

E-mail: thermann@ford.com

ERG2-027 27468

From: Williams, Les (LHW.)
Sent: Tuesday, November 06, 2001 5:41 PM
To: Lintaco, Steven (S.)
Cc: Fomelle, Gilbert (G.); Dalbo, Bob (R.J.)
Subject: FW: DTC's

FYI

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Tuesday, November 06, 2001 11:04 AM
To: 'Williams, Les (LHW.)'
Subject: FW: DTC's

Les,

Below is some info. on the B1352 code.

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

From: Corbin, Bradley (B.J.)
Sent: Tuesday, November 06, 2001 10:24 AM
To: Nikolai, Bernie (B.E.); Ou, Tim (T.)
Subject: RE: DTC's

There is one other possibility, and I think that it is more likely to be the cause. The RUN/START, RUN/ACC inputs to the cluster are not decaying fast enough when the key is switched to OFF and then removed from the ignition barrel. This has caused other problems before. This is easy to check. Just monitor the R/S & R/A inputs to the cluster and the Key in Switch, start the car and then turn it off and pull the key out. I suggest trying this with various loads being active, prior to turning the ignition switch off.

Thanks,

Brad Corbin
DI Subsystems Engineer / BCORBIN
(313) 75-51230 / bcorbin@visteon.com
Mail VTC-AP 1200A suite 12D34
16630 Southfield Road
Allen Park, MI 48101

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

From: Nikolai, Bernie (B.E.)
Sent: Tuesday, November 06, 2001 10:02 AM
To: Ou, Tim (T.)
Cc: Corbin, Bradley (B.J.)

Subject: RE: DTC's

Tim,

Could this be a code that gets set with a new cluster (at KCAP) and then needs to be cleared out? There are many vehicles out there that have B1352.

I don't believe there is a problem with our vehicle wiring or ignition switch. Thanks for the suggestions.

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

From: Ou, Tim (T.)
Sent: Tuesday, November 06, 2001 8:52 AM
To: Nikolai, Bernie (B.E.)
Subject: FW: DTC's

Bernie,

Please see below for the note from Brad Corbin.

I am suspecting wiring or key cylinder might be the root cause of this DTC.

Regards,
Tim Ou

J14/U204 Cluster Applications
Driver Control & Information Systems
Visteon Technical Center - Allen Park, Cube 11C30
PH: 313-755-3316 tou@visteon.com

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

From: Corbin, Bradley (B.J.)
Sent: Tuesday, November 06, 2001 8:40 AM
To: Ou, Tim (T.)
Subject: RE: DTC's

There is no further info, other than what you have already provided.

B1352

is logged when the cluster senses the ignition switch is in RUN/START simultaneously while sensing the key is out. This is occasionally being logged in my Escape as well.

Thanks,

Brad Corbin
DI Subsystems Engineer / B CORBIN
(313) 75-51230 / bcorbin@visteon.com
Mail VTC-AP 1200A suite 12D34
16630 Southfield Road
Allen Park, MI 48101

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

From: Ou, Tim (T.)
Sent: Monday, November 05, 2001 7:19 PM
To: Corbin, Bradley (B.J.)
Cc: Nikolai, Bernie (B.E.)
Subject: RE: DTC's

Brad,
What spec. will Bernie able to find detail on the DTC B1352 for 2001 U204 cluster?
All I am able to find is a brief one line description of the fault.
Thanks.

-----Original Message-----
From: Nikolai, Bernie (B.E.)
Sent: Monday, November 05, 2001 11:41 AM
To: Ou, Tim (T.)
Subject: RE: DTC's

Tim,

I need to discuss B1352 further. I found this code on our Tribute which has only 1000 miles on it. Do you know where I can find further details on how this cluster code is getting set?

-----Original Message-----
From: Ou, Tim (T.)
Sent: Tuesday, October 30, 2001 2:31 PM
To: Nikolai, Bernie (B.E.)
Subject: RE: DTC's

Bernie,
It seems to me that the cluster log such set of code commonly seen on prototype vehicles. Prototype vehicle usually has experiences low battery voltage some point in time (B1318), and also some sensors was not connected properly upon ignition key-on.

i.e.
Cluster will log B1352 when the key-in switch is telling cluster key is NOT in the ignition, while cluster is also getting a signal for ignition key is in accessory, run, or start position.

Code P0705 is logged when two or more PRNDL position signal is sent to cluster. Under normal driving condition, only 1 PRNDL position can be selected at any given time.

When cluster is out of the manufacturing plant, Code B2477 is enabled in the cluster. When the cluster flows thru the normal vehicle production process,

the EOL tester suppose send a command to configure the cluster and turn off the B2477 code. If B2477 code is present in the cluster, it means this cluster did not go thru the normal B&A production process, and have the cluster configured properly.

As for U1262, I am guessing the SCP bus wire was not connected properly some point in time. Cluster simply log this DTC to indicate SCP was not received when it is expected.

Regards,
Tim Ou

J14/U204 Cluster Applications
Driver Control & Information Systems
Visteon Technical Center - Allen Park, Cuba 11C30
PH: 313-755-3316 tou@visteon.com

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

From: Nikolai, Bernie (B.E.)
Sent: Tuesday, October 30, 2001 10:30 AM
To: Ou, Tim (T.)
Subject: RE: DTC's

Tim,

Do you have any more information on what could cause these codes or what wires going to the cluster I could monitor to check for faults?

The B1318 and B1352 codes seem to indicate power was lost or interrupted.
Would you agree?

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

From: Ou, Tim (T.)
Sent: Friday, October 26, 2001 6:11 PM
To: 'Bhojwani, Kamal (K.)'; Nikolai, Bernie (B.E.); Dahlin, Greg (G.B.)
Cc: McDonald, John (J.R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Williams, Les (LHW.)
Subject: RE: DTC's

Bernie, Kamal,
Here are the translations of DTC codes:

B1318, Battery voltage Low [voltage <9.0v +/- 1.5v]
U1262, ?????
B2477, Module Configuration Failure [module configuration not performed]
P0705, Transmission Range Sensor Circuit Malfunction (MLF) [more than one gear input is active]
B1352, Ignition Key-in Circuit Failure [key in switch failed (opened)]

Greg,
Do you know what U1262 DTC means? I cannot find it anywhere in the spec.
Thanks.

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

From: Bhojwani, Kamal (K.) [mailto:kbhojwan@ford.com]
Sent: Thursday, October 25, 2001 1:08 PM
To: 'Nikolai, Bernie (B.E.)'; Ou, Tim (T.)
Cc: Bhojwani, Kamal (K.); McDonald, John (J.R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Williams, Les (LHW.)
Subject: RE: DTC's

Bernie, there is also that B1352 code that we need to get more information on.

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Thursday, October 25, 2001 10:32 AM
To: Ou, Tim (T.)
Cc: 'Bhojwani, Kamal (K.)'; McDonald, John (J.R.)
Subject: FW: DTC's

Tim,

Some codes have been found when instrument cluster codes were pulled on the Escape/Tribute. Can you help identify them and their possible causes. Here are the code:

B1318, U1262, B2477, and P0705

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

From: Bhojwani, Kamal (K.) [mailto:kbhojwan@ford.com]
Sent: Wednesday, October 24, 2001 4:58 PM
To: 'bnikolai@visteon.com'; 'jmc dona3@visteon.com'
Cc: Williams, Les (LHW.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintiac, Steven (S.)
Subject: DTC's

Bernie,
During the last few days there has been some discussion about a B1352 code seen on some of the stall units. I'm not sure if this was info was

passed
on to you, but can you help us find out what causes this code to be set
and
if it could somehow be related to stalls. (B1352=IGNITION KEY-IN
CIRCUIT
FAILURE, 09-01G-78)

After hearing about the B1352 code we checked 2 of the 3 returned
buy-back's
again (we had previously only been looking for PCM codes) and found no
codes
on one of the units and the following codes on the 2nd unit:
B1318, U1262, B2477, and P0705. The P0705 is the only code we've seen
before (Transmission Range Sensor Circuit). Do you have any
documentation
on what the other codes are? The 4 DTC's were all Instrument Cluster
Codes,
including the P0705 code.

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1A830
Phone: (313) 39-01969
Fax: (313) 32-31786

From: Dalbo, Bob (R.J.)
Sent: Tuesday, November 06, 2001 8:45 PM
To: Yeung, Lem (.); Kosko, Jeff (J.R.); Gates, Edward (E.); Newman, Chris (C.W.); 'dcunnin1@visteon.com'
Cc: Fournelle, Gilbert (G.); Williams, Les (LHW.); Klostermann, Eric (E.); Mikota, Dennis (D.P.); Hockaday Jr., John (J.C.)
Subject: RE: Flow test results

Thanks to all. We received 4 parts from Dave Cunningham today and hope to be able to return 3 for flow tomorrow. The 4th vehicle is at MPG and may take a couple of days to retrieve.

BTW, Mr. Gates/Mr. Kosko,
We still have most of an intake manifold for you. Please contact John Hockaday or Dennis Mikota in my group for details.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Yeung, Lem (.)
Sent: Tuesday, November 06, 2001 5:35 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Flow test results

Bob,

answer to your question plus I have 4 throttle bodies for you at my desk
POEE AL044 (by B-5 pillar)

W. Lem Yeung
Ford Motor Company
U204 Duratech Engine Systems Supervisor
Work 313-32-23844
Pager 888-442-0321
Fax 313-594-7323

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

From: Kosko, Jeff (J.R.)
Sent: Tuesday, November 06, 2001 1:44 PM
To: Yeung, Lem (.); Gates, Edward (E.)
Cc: Newman, Chris (C.W.)
Subject: RE: Flow test results

Lem, yes Dave Cunningham will be the person to flow your throttle bodies.
However, per a note last month by Renee Sears, your CPMT leader Ed Gates is the first line of contact and will be happy to coordinate this Tbody investigation for you.

thanks Ed.
Jeff Kosko

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

From: Yeung, Lem (.)
Sent: Tuesday, November 06, 2001 11:37 AM
To: Kosko, Jeff (J.R.)
Subject: FW: Flow test results

I was able to get soem out of CEP so will not need any throttle bodies.
Thanks anyway.

However, is Dave the correct person for flowing the current T/B's?

W. Lem Yeung
Ford Motor Company
U204 Duratech Engine Systems Supervisor
Work 313-32-23844
Pager 888-442-0321
Fax 313-594-7323

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

From: Buettner, Steve (S.B.)
Sent: Tuesday, November 06, 2001 11:06 AM
To: Yeung, Lem (.)
Subject: RE: Flow test results

The parts should be on your desk by tomorrow morning. Let me know if they don't arrive and I'll find out what happened.

Steve Buettner
CEPII Resident Engineer
sbuettne@ford.com
216-676-2902 external
823-2902 Ford Net
216-676-2950 Fax

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

From: Yeung, Lem (.)
Sent: Tuesday, November 06, 2001 10:26 AM
To: Buettner, Steve (S.B.)
Subject: FW: Flow test results

What are the chances of getting 4 current model U204 throttle bodies?

W. Lem Yeung
Ford Motor Company
U204 Duratech Engine Systems Supervisor
Work 313-32-23844
Pager 888-442-0321
Fax 313-594-7323

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

From: Dalbo, Bob (R.J.)
Sent: Monday, November 05, 2001 4:28 PM
To: Yeung, Lem (.); 'dcunnin1@visteon.com'
Cc: Fournelle, Gilbert (G.); Williams, Les (LEW.); Klostermann, Eric (E.)
Subject: FW: Flow test results

Dave/Lem,

We have 4 Mazda Tributes that were bought back due to repeat stalling complaints. Based on the Explorer experience below, we want to flow the throttle bodies on these trucks.

Can one of you provide replacement throttle bodies to keep the vehicles in service while their T/B's are being flowed?

Is Dave the right person to flow the parts?

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Fascetti, Bob (R.J.)
Sent: Monday, November 05, 2001 12:49 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Flow test results

Info. We should get our throttle bodies flowed asap.

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

From: Hofman, Michael (M.V.)
Sent: Monday, November 05, 2001 12:46 PM
To: Fascetti, Bob (R.J.)
Subject: FW: Flow test results

Info on Explorer Stalls....Escape?? Comes from Rawsonville also....???

Michael V. Hofman
Outfitters - Compact Utilities P/T Programs Manager
PDC 1D-H68 MD 314
Phone: 313-84-55065 Fax: 313-39-00579
mhofman@ford.com

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

From: Boyk, Greg (G.J.)
Sent: Monday, November 05, 2001 8:15 AM
To: Dennis, Matt (M.A.); Adams, Kerry (K.N.); Dakhllallah, Hassan (H.A.)
Cc: Hofman, Michael (M.V.); Barringer, Gary (G.C.)
Subject: FW: Flow test results

Info on the customer vehicle I have that had stalls on engagement.

Greg Boyk
Explorer Quality Section
Current/Past Calibration Support
Phone 313- 337- 4056
Pager 313- 795- 2874
FAX 313- 390- 0579

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

From: Newman, Chris (C.W.)
Sent: Monday, November 05, 2001 8:13 AM
To: Boyk, Greg (G.J.)
Subject: FW: Flow test results

Greg,

The laboratory flow numbers are low. Waiting for feedback from the production line tester.

Chris Newman
Ford Motor Company
Intake Manifold Systems
(313) 322-5832
cnewman6@ford.com

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

From: Parkinson, Tim (T.M.) [mailto:tparkin1@vistec.com]
Sent: Friday, November 02, 2001 2:30 PM
To: 'cnewman6@ford.com'
Cc: Foley, Tom (T.M.)
Subject: Flow test results

I flowed the 4.0L Explorer throttle body that I picked up this morning. It flowed 2.2 scfm, which is below spec. The spec is 3.6-4.2 scfm. The TPS reading was in spec. Manufacturing has the part and they plan to flow it on the production line and they'll also be looking up the audit data. Our management has been made aware of the issue and they are investigating.

Tim Parkinson
tparkin1@vistec.com
(313) 755-3831

From: Steven Lintiac [SLintiac@mazdausa.com]
Sent: Friday, November 02, 2001 1:42 PM
To: 'Fournelle, Gilbert (G.)'
Cc: 'rdalbo@ford.com'; 'will73@ford.com'
Subject: RE: Resetting base idle

Gilbert,

Thanks for the prompt feedback. I believe this will greatly help in the interim to control Mazda's buyback numbers. We'll continue requiring technicians to perform the check list.

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

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

From: Fournelle, Gilbert (G.) [mailto:gfournel@ford.com]
Sent: Friday, November 02, 2001 8:01 AM
To: Lintiac, Steven (S.); King, Robert (R.F.)
Cc: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Williams, Les (LHW.)
Subject: Resetting base idle

Steve,

From our recent experiences with returned ISC valves from the field, we do believe that there may be a potential airflow problem which is the cause of some stalls with certain ISC valves. In order to address this issue, we are currently working on a service calibration. In the interim, as a containment action, we recommend the following:

* We would not recommend this procedure as a permanent fix, it is merely a temporary solution until a new service calibration is released to address ISC robustness issue.

* We recommend that the throttle setscrew be adjusted so that ISCDTY is no less than 0.32 with the vehicle in park while the vehicle is not purging. This should produce a base idle of 480 rpm when the ISC valve is disconnected. Using a lower ISCDTY for a warmed up vehicle in park will use too much adjustment so that we can no longer accurately control a nominal ISC valve during purge (iscdty will drop as low as ~0.25).

* the ISCDTY should be ~0.37 for a nominal vehicle at idle and

should
not be changed unless the vehicle has a stalling concern which cannot be
diagnosed.

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, October 30, 2001 6:09 PM
To: Favor, Richard (R.A.); Chin, Ming-Niu (M.N.)
Cc: Williams, Les (LHW.); Fournelle, Gilbert (G.); Klostermann, Eric (E.); Bhojwani, Kamal
Subject: RE: Middletown Mazda Tribute Stalling Data

Ming/Rich,
The note below documents a "check valve" issue that caused stalling on at least two vehicles in the New York area. We have the hardware coming back and will gladly share it with you (after we finish some confirmatory testing).

The good news is, I think, that with the vent rerouting this check valve is deleted. Could you please confirm this?

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Dan Rothweiler [mailto:DRothwei@mazdausa.com]
Sent: Tuesday, October 30, 2001 4:34 PM
To: 'iwill173@ford.com'; Steven Lintiac
Cc: 'rdalbo@ford.com'; 'kbhojwan@ford.com'; George Golfieri; 'daltoon1@ford.com'; Darrel Chin; 'gfournel@ford.com'
Subject: Middletown Mazda Tribute Stalling Data

Here are the details and WDS recordings of my visit to 50176 (Middletown Mazda). I inspected a 2001 Tribute VIN # 4F2YU08131KM53104 Tear tag SJC2.

Don Altoonian from Ford was present as well. The vehicle acted up as it has on 2 other visits to the dealer last week. I needed to add fuel as it was empty when we arrived. The vehicle started to idle dip shortly after adding \$4.00 of fuel. The FLI % was reading about 11% when the first idle dip occurred. Here is the recording of that event.

<<WDS_SessionArchive-#6#####1KM53104-01-U204-3.0L-32DD-1.zip>>

Next, we realized that there wasn't enough fuel in the tank to execute the EVAP test according to the FLI PID. I started driving and was about to go to the gas station again when the FLI PID started to rise. It reached almost 40% and then I started to pull over. Then the truck stalled. Here is the capture of that stall. The vehicle was still in motion when the RPM hit zero.

<<WDS_SessionArchive-#6#####1KM53104-01-U204-3.0L-32DD-1.zip>>

After this, I had 2 stalls occur during idling. I captured both of them.

They occurred within minutes of each other. Here they are.

<<WDS_SessionArchive-#6#####1KM53104-01-U204-3.0L-32DD-1.zip>>
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I then went to try to show Don that the EVAP test with the WDS would fail on this vehicle. I ran the test 2 times at the same FLI of 28%. It passed both times. It had failed on Thursday of last week when tested at 28% FLI. The next recording is of an idle stall during an active command on the Vapor Management valve. It stalled moments after being commanded to 70% duty. Here is that recording.

<<WDS_SessionArchive-#6#####1KM53104-01-U204-3.0L-32DD-1.zip>>

The next recording is of the bleed up from a vacuum state in the tank. I created the vacuum state by commanding the EVAPCV closed(100%). Then I commanded the IAC duty to 49% to keep the vehicle running. After that I commanded EVAPVM to 100% which brought the FTP down to .1 volts. Strangely, the FTP then raised up to .8 volts and stayed there. While it was at this voltage, I shut off the EVAPVM and timed how long it took to reach 2.5 volts. It was approximately 45 seconds. Another Tribute tested in the same manner took 8 seconds to return to 2.5 volts. Here is that recording.

<<WDS_SessionArchive-#6#####1KM53104-01-U204-3.0L-32DD-1.zip>>

At this point, with enough data gathered, we swapped parts with that of a stock unit. The customers Evaporative assembly(canister, vent solenoid, dust separator, check valve) was put into a stock 2002 Tribute with SJC0 tear tag. The stock units parts were then installed on the customers truck. Both vehicles had 1/4 tank of fuel. While monitoring the same PIDS, the stock unit did not want to purge at all. Interestingly, the customers truck was purging to a greater level now. It was now stuck in the 90% range where before it would only reach 66% - 68% before having either an idle dip or stall occur. The FTP was stuck at .3 volts also. The truck ran at idle this way for 45 minutes. I ran KOER self test on the stock unit with nothing found. When I ran the WDS EVAP test, it failed for small leak. This was the same identical test result as last Thursday on the customers truck. Almost positive that there was a problem with this Evaporative assembly due to these results, we then took the parts off the truck to physically examine them. The only problem noticed was with the evaporative emissions check valve(Mazda Part #AJ03-42-910). It seemed to have a restriction when trying to pull air in from the atmosphere side. It made a

very strange noise while sucking on it. The new valve from the Mazda parts system didn't have any flow issues by comparison. I will install these parts onto my own Tribute to see what can be re-produced. On the customers truck, which was still purging at 90+%, we blew air into the atmospheric vent line under the hood. This stopped the stuck high purge valve and the FTP returned to normal after that. My conclusion is that the Evap. check valve was stuck meaning that the thin rubber flap was stuck closed causing a blockage. I think that the Evap vent valve from the 2002 stock unit had an issue as well the freed up after blowing air through it.

Here is a capture of the customers truck stuck at high purge and large tank vacuum.

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Parts, which include the canister, vent solenoid, dust separator, and check valve have been shipped as of today to Gilbert. These parts are from the 51424 Tribute. That is the first vehicle with this concern. It is still said to be repaired as of today. The flight recorder has been shipped to Gilbert as well.

Please let me know if there are any questions that I can answer.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-620-2207

From: Dan Rothweller [DRothwel@mazdausa.com]
Sent: Tuesday, October 30, 2001 4:34 PM
To: 'hwll73@ford.com'; Steven Limlaco
Cc: 'rdalbo@ford.com'; 'kbhojwan@ford.com'; George Golfieri; 'daltoni@ford.com'; Darrel Chin; 'gfournel@ford.com'
Subject: Middletown Mazda Tribute Stalling Data

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Please let me know if there are any questions that I can answer.

Daniel E. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-620-2207

From: Bhojwani, Kamal (K.)
Sent: Friday, October 26, 2001 7:07 PM
To: 'Ou, Tim (T.); Nikolai, Bernie (B.E.); Dahlin, Greg (G.B.)
Cc: McDonald, John (J.R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Williams, Les (LHW.)
Subject: RE: DTC's

Tim,
Thanks for the update.
Can we get some more feedback on what would cause these codes and if they could have something to do with engine stalls?

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Ou, Tim (T.) [mailto:tou@visteon.com]
Sent: Friday, October 26, 2001 6:11 PM
To: 'Bhojwani, Kamal (K.)'; Nikolai, Bernie (B.E.); Dahlin, Greg (G.B.)
Cc: McDonald, John (J.R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Williams, Les (LHW.)
Subject: RE: DTC's

Bernie, Kamal,
Here are the translations of DTC codes:

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U1262, ?????
B2477, Module Configuration Failure [module configuration not performed]
P0705, Transmission Range Sensor Circuit Malfunction (MLP) [more than one gear input is active]
B1352, Ignition Key-in Circuit Failure [key in switch failed (opened)]

Greg,
Do you know what U1262 DTC means? I cannot find it anywhere in the spec.
Thanks.

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

From: Bhojwani, Kamal (K.) [mailto:kbhojwan@ford.com]
Sent: Thursday, October 25, 2001 1:08 PM
To: 'Nikolai, Bernie (B.E.)'; Ou, Tim (T.)
Cc: Bhojwani, Kamal (K.); McDonald, John (J.R.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Williams, Les (LHW.)
Subject: RE: DTC's

Bernie, there is also that B1352 code that we need to get more

information
on.

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TRK, Suite 1A230
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Thursday, October 25, 2001 10:32 AM
To: Ou, Tim (T.)
Cc: 'Bhojwani, Kamal (K.)'; McDonald, John (J.R.)
Subject: FW: DTC's

Tim,

Some codes have been found when instrument cluster codes were pulled on the Escape/Tribute. Can you help identify them and their possible causes. Here are the code:

B1318, U1262, B2477, and P0705

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

From: Bhojwani, Kamal (K.) [mailto:kbhojwan@ford.com]
Sent: Wednesday, October 24, 2001 4:58 PM
To: 'bnikolai@visteon.com'; 'jmc dona3@visteon.com'
Cc: Williams, Lea (LHW.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Lintiacco, Steven (S.)
Subject: DTC's

Bernie,

During the last few days there has been some discussion about a B1352 code seen on some of the stall units. I'm not sure if this was info was passed on to you, but can you help us find out what causes this code to be set and if it could somehow be related to stalls. (B1352=IGNITION KEY-IN CIRCUIT FAILURE, 09-01G-78)

After hearing about the B1352 code we checked 2 of the 3 returned buy-back's again (we had previously only been looking for PCM codes) and found no codes on one of the units and the following codes on the 2nd unit: B1318, U1262, B2477, and P0705. The P0705 is the only code we've seen before (Transmission Range Sensor Circuit). Do you have any documentation on what the other codes are? The 4 DTC's were all Instrument Cluster Codes,

including the P0705 code.

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

From: Bhojwani, Kamal (K.)
Sent: Friday, October 26, 2001 1:25 PM
To: Fasoetti, Bob (R.J.)
Cc: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: EMC Contacts

Bob,

The supervisor that we have talked with is Tom Hermann (THERMANN)
Tom's manager is Tim Donovan (TDONOVAN)
Tim's director is Cary Wilson (CWILSO32)

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration

TRE, Seat: 1AE30

Phone: (313) 39-01969

Fax: (313) 32-31786

From: Dan Rothweiler [DRothwel@mazdausa.com]
Sent: Thursday, October 25, 2001 12:12 PM
To: Steven Lirntiaco; 'daltoon1@ford.com'; 'rdalbo@ford.com'; 'kbhojwan@ford.com';
'gloumel@ford.com'
Cc: Darrel Chin; George Golfieri
Subject: Tribute Stall Data

Attached is the data I collected yesterday from the Middletown Mazda Tribute that stalls. Also attached is data from a non-stalling Tribute. This illustrates normal evaporative system operation. The vehicle, 4F2YU08101KM07150, has 12,000 miles on it and had a little more than 3/4 tank of fuel. The first attachment is the normal evap idling data. The second file is a idle drop while idling. The third is the severe idle drop while driving. This event felt like the car stalled out because the steering got very tight but it restarted by itself. The RPM did not hit zero. Please review and don't hesitate to call with any questions.

Don, I have faxed the print-outs of the data to your fax line.

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-620-2207

From: Bhojwan, Kamal (K.)
Sent: Tuesday, October 16, 2001 4:18 PM
To: Fournelle, Gilbert (G.); Williams, Les (LHW.)
Subject: FW: Captured Tribute Idle Drop

FYI

Regards,

Kamal Bhojwan

U204 3.0L Powertrain Calibration
TEB, Suite 1A830
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Dan Rothweller [mailto:DRothwel@mazdausa.com]
Sent: Tuesday, October 16, 2001 11:02 AM
To: Steven Lintaco; 'kbhojwan@ford.com'; 'rdalbo@ford.com'
Cc: Darrel Chin; Larry Mooney; Dave Pace; George Goffieri; Chris Capuzzo
Subject: Captured Tribute Idle Drop

This vehicle has been down for 10 days at a NJ Mazda dealer for intermittent engine stalling. It is a first repair attempt. Here is the hotline info:

HOTLINE RECORD (REVIEW1) 10/16/01 07:20:09
NOEP137

Hotline Ref No.: 0243875 Status: NF NO FIX Customer Contacts: 0
PQI Ref No.....: Caller: DON WAY Time Zone: ET
Job Code.....: D302 SERVICE MANAGER Branded.: N
Location.....: 51424 RT. 1 MAZDA WOODBRID Phone: 732 815 - 2544 Ext:
VIN.....: 4F2YU06151KM46657 MDL/YR: TRX DX A /01 Prod Dt: 02/19/01
Repair Mileage.: 5495 Cust: GRIECO, TRACY In Srvc: 04/30/01
Hotline Subject: F 1X CC 10-05-01 STALLS WHILE DRIVING
Category Code.: F FUEL AND EMISSION
Symptom Codes.: 050 ENG. STALLS DRIVING-W
Condition Codes: XXX DOES NOT DEPEND ON C
Symptom Freq...: I INTERMIT.
Did you duplicate symptoms?: Y (Y or N) Number of Repair Attempts: 1
Describe Symptoms and Conditions:
CALLER STATES THE CUSTOMER SAID THE ENGINE WILL DIE WHILE
DRIVING.ALWAYS
STARTS RIGHT BACK UP WITH NO PROBLEM.

RI No for prior repair attempts:

Describe attempted repairs.....:

TECH HAS CONFIRMED NO DTCS STORED AND NO PENDING DTCS.NO OTHER
DRIVABILITY

CONCERNS PRESENT.SEEMS TO OCCUR ON DECEL.732-815-2609.

IAC HAS BEEN SWAPPED WITH STOCK UNIT-VEHICLE STILL STALLS AT THE
DEALER

10/16 = DR = VEHICLE HAS SUBSTANTILE PINGING NOISE WHILE DRIVING
UNDER HEAV
Y ACCELERATION

S20CEM1

HOTLINE RECORD (REVIEW3)

10/16/01 07:45:04

P367

NOEP137

Hotline Ref No.: 0243875 Status: NF NO FIX MDL/YR: TRX DX A /01

PQI Ref No.....: Caller: DON WAY

Location.....: 51424 RT. 1 MAZDA WOODBRID Phone: 732 815 - 2544 Ext:

Hotline Subject: F 1X CC 10-05-01 STALLS WHILE DRIVING

Other suggested repairs:

ADVISED SERVICE MANAGER THAT I WOULD FAX HIM A CHECK SHEET TO
COMPLETE.

STILL WORKING ON WORKSHEET AS OF 10-12-01CC.

10/15 = DR = DR AT DEALER AS THIS VEHICLE HAS BEEN DOWN FOR 10 DAYS.
SJCO

TEAR TAG. DROVE VEHICLE AND DUPLICATED A IDLE DROP AT 48 MPH ON
DECEL

CAPTURED RECORDING OF EVENT. AT IDLE, VEHICLE WILL IDLE DROP EVERY
FEW

MINUTES AND THEN RECOVER.10/16 - ASKED DEALER TO SEE IF THE IDLE DROP
FOLL

OWS ANY PATTERN. PCM ON ORDER AS OF TODAY

I inspected this vehicle yesterday and here are the details.

1. The vehicle pings on heavy acceleration. This is something I have never before
heard on a Tribute.

2. I have captured a substantial Idle Drop to 335 RPM during driving at 48 MPH on
deceleration. See attached zip file. 3 recordings are included. The first is captured
while driving. The second and third are idling events that for some reason have

corrupted and the RPM PID doesn't change or show on the graph.

3. I noticed after this that while the vehicle idles, the RPM will suddenly drop, and then recover. I assume Items 2 & 3 are the same problem.

I feel that the problem may be a PCM malfunction. I am currently having the dealer check the evaporative system, as the idle drop seems to occur as purging stops. Please share with me any ideas that anyone may have.

Call with any questions. I am in the office all day today.

Thanks,

Daniel H. Rottweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-620-2207

From: Steven Limtiaco (SLimtiac@mazdausa.com)
Sent: Tuesday, October 09, 2001 6:01 PM
To: 'gfournel@ford.com'
Cc: 'kbhojwan@ford.com'; Dennis Ryan
Subject: Stall - Mazda Contact Information for Alabama

Importance: High

Hi Gilbert,

Kamal asked me to forward the Mazda dealer and Mazda field representative information. Please see following:

Mazda Field Representative contact:
Dennis Ryan
Cell # (205) 492-5412
email: dryan@mazdausa.com

Mazda Dealer
Trussville Mazda
1503 Gadsden Hwy
Trussville, AL 35173
Contact: Michael Parr (service mgr) @ 205-836-8671

Please contact Dennis Ryan to arrange any visits to the dealer and to pinpoint exact stall location(s). Dennis was able to get vehicle to stall so he is the best contact. Also, there may be additional vehicles to inspect and/or locations. Dennis is free this Thursday and Friday (10/11 to 10/12) and can be available next week.

(To Dennis: Testing focus is not RFI like I originally thought but other items. If it can be arranged in time, RFI may be included. Please advise me of locations still.)

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

From: Nikolai, Bernie (B.E.) [bnikolai@visteon.com]
Sent: Wednesday, October 10, 2001 9:39 AM
To: Bhojwani, Kamal (K.)
Cc: Deeb, Joe (J.S.); Dalbo, Bob (R.J.); Stoltz, Thomas (T.J.); Fournelle, Gilbert (G.); McDonald, John (J.R.); 'Benz, Greg (G.H.)'
Subject: RE: VR sensor on VPWR instead of SIGRTN

Kamal,

I checked the input circuits for the OSS, TSS, and CID. All of these have a 4.7k resistor from the input pin to ground. This is why I believe we picked a PWRGND pin for the VR Sensor return line.

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

From: Benz, Greg (G.H.) [mailto:gbenz@ford.com]
Sent: Tuesday, October 09, 2001 9:09 AM
To: Bhojwani, Kamal (K.)
Cc: Deeb, Joe (J.S.); Dalbo, Bob (R.J.); Gee, Tom (T.S.); Stoltz, Thomas (T.J.); Andy Jones (E-mail); Bernie Nikolai (E-mail); Fournelle, Gilbert (G.); 'jmcdona3@visteon.com'
Subject: RE: VR sensor on VPWR instead of SIGRTN

Yes, this is a known issue, and there is a solution to allow SIGRTN (VRS sensors may require change). This concern has lead to a requirement in the interface SDS (CMP 2.01):

https://web.pcnsds.ford.com/pdf/cmp_xy_-2.01.pdf

Ringling may occur in some designs due to sensor L and PCM C at high operating frequencies causing false edges. If signal attenuation is required to suppress ringing, parallel resistance may be added in the sensor. Loading resistors from the signal line to ground shall be avoided in the PCM to prevent faulty in-range A/D readings in the case of an open SigRtn, where other sensors share the same SigRtn (high resistance ground sneak path through the sensor).

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

From: Bhojwani, Kamal (K.)
Sent: Monday, October 08, 2001 5:16 PM
To: Deeb, Joe (J.S.); Benz, Greg (G.H.)
Cc: Dalbo, Bob (R.J.)
Subject: VR sensor on VPWR instead of SIGRTN

Here's an email with the reason for putting the VR sensor return on VPWR instead on SIGRTN. This will be part of tomorrow's stall discussion.

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Monday, October 01, 2001 2:40 PM
To: 'Fournelle, Gilbert (G.)'; 'Dalbo, Bob (R.J.)'; 'Bhojwani, Kamal (K.)'
Subject: FW: QUESTION ON ESCAPE

Bob,

Here is an explanation on why we picked a VPWR pin for the VR sensor return line.

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

From: Gee, Tom (T.S.) [mailto:tgee@ford.com]
Sent: Friday, September 28, 2001 3:34 PM
To: 'Nikolai, Bernie (B.E.)'
Cc: 'jmcdona3@visteon.com'
Subject: RE: QUESTION ON ESCAPE

Good thanks. I hope you all are doing well.

If I remember correctly, if the VR sensors we tried to the Sigrnt and there was a failure of the sigrtm lead near the PCM, a ground sneak path was created for sigrtm thru the VRS inputs to the PCM. The VRS inputs used a 4.7K pull down in there input circuitry which caused in range failures of any ratio metric sensors (TPS). This leads to strange control system behavior that is difficult to diagnose. Using a dedicated ground (VR_RTN) eliminated this potential concern.

Attached is a file I created at the time of the decision (12/11/97). I just looked very unorganized.

Thomas S. Gee
Supervisor, U293 PT Control Systems
Phone: 39-08431, Fax: 32-21315
Text Pager: (888) 218-2813, WPC 407

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Thursday, September 27, 2001 1:46 PM
To: 'tgee@ford.com'

Subject: QUESTION ON ESCAPE

Tom,

How are things going? Good I hope.

I have a question for you regarding the Escape. Can you remember how we decided to use one of the PWRGND pins for the VR sensor return? I believe we were following the lead of other Ford programs at the time. Do you remember? Thanks.

Bernie Nikolai
Visteon Powertrain Control Subsystems
PH: 313-755-1401
FAX: 313-755-2857

From: Bhojwani, Kamal (K.)
Sent: Monday, October 08, 2001 12:48 PM
To: Wettach, Bill (B.)
Cc: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Yeung, Lam (.)
Subject: RE: ISC Valve/Engine Mis-build

Bill,
I have several (10 or so) valves that I need to drop off to get tested. Do you know how these valves are tested? Specifically, we want to get them flow-tested, is that part of the standard test?

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

-----Original Message-----
From: Wettach, Bill (B.)
Sent: Thursday, October 04, 2001 8:40 AM
To: Bhojwani, Kamal (K.)
Subject: RE: ISC Valve/Engine Mis-build

Kamal,

I believe I forwarded the engine number to Steve Buetner the resident @ CEPII. Unfortunately, I have misplaced the e-mail note so I don't have a copy of the request/information to forward to you.

If you have those valves from suspect vehicles please drop them off and I will have them checked.

Thanks,

Regards,
Bill Wettach
Design Release - IACV, CMCV, IMTV, & MFC
Components B - Intake II
V-Engine Engineering
Phone 313.322.1685
Fax 313.322.9265
POEE BB103
WWETTACH@FORD.com

-----Original Message-----
From: Bhojwani, Kamal (K.)
Sent: Tuesday, October 02, 2001 3:04 PM
To: Wettach, Bill (B.)
Cc: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: RE: ISC Valve/Engine Mis-build

Bill,
Can you follow up with CEPII to get these questions answered? Or can you provide me with a contact name?

As for the returned valve, I have it in my possession. I also have several other valves from stalling units that I need to get flow-tested. Can you help us get that set up?

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1AE30

Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Wettach, Bill (B.)
Sent: Tuesday, October 02, 2001 10:32 AM
To: Bhojwani, Kamal (K.)
Subject: RE: ISC Valve/Engine Mis-build

I forwarded the engine # to CEP II but have not heard from them as to the status. I am not familiar with CEP II process so I can not answer as to how CEP II prevents misbuilds.

You did mentioned that you thought the new valve fixed the customer complaint when the proper valve was installed. Can we get the original customer complaint valve back to look at?

Regards,

Bill Wettach

Design Release - IACV, CMCV, IMTV, & IMFC
Components B - Intakes II
V-Engine Engineering
Phone 313.322.1895
Fax 313.322.8285

POEE BB103
WWETTACH@FORD.com

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

From: Bhojwani, Kamal (K.)
Sent: Tuesday, October 02, 2001 10:00 AM
To: Wettach, Bill (B.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: ISC Valve/Engine Mis-build

Bill,

Were you able to follow up with CEP on this issue?

Also, does CEP have an inspection method to verify that the correct IAC is installed?

Thanks!

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEB, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Bhojwani, Kamal (K.)
Sent: Tuesday, September 18, 2001 5:52 PM
To: Wettach, Bill (B.)
Cc: Dalbo, Bob (R.J.); Moorhouse, Scott (S.R.); Alzonian, Don (D.J.); Fournelle, Gilbert (G.)
Subject: RE: ISC Valve/Engine Mis-build

Bill, here's the engine serial number for the U204 3.0L Duratec engine that was built with a D186 IAC valve. Please follow up with Cleveland engine to find out if we could have more of these out in the field.

Engine Serial.: 563613038

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEB, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Bhojwani, Kamal (K.)
Sent: Friday, September 14, 2001 1:51 PM
To: Moorhouse, Scott (S.R.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: ISC Valve/Engine Mis-build

Scott,

I do still need to get the engine number and engine build date to track the mis-built unit with the D186 ISC.

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Bhojwani, Kamal (K.)
Sent: Monday, September 10, 2001 1:10 PM
To: Moorhouse, Scott (S.R.); Carbett, Sandra (S.M.); Wettach, Bill (B.)
Cc: Facetti, Bob (R.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Matassa, John (J.); Yeung, Lem (L.); Aittonen, Don (D.J.); Bedgley, Joel (J.)
Subject: ISC Valve/Engine Mis-build

On Friday, 9/7/01, we received a report of a stalling unit in the New York region. Below are some of the vehicle details:

- Make: Mazda
- Model: Tribute
- VIN: 4F2YU08141KML3050
- Vehicle Build Date: 9/8/2000
- In Service Date: 11/27/2000
- Mileage: ~11,000

After investigation, the problem was found to be in the ISC Valve. This engine was apparently mis-built. The part number on the ISC valve found on the unit is 1F1E-9F715BA (introduced on the 2001 D186). The correct part number for the Escape/Tribute is YF1E-9F715AB. The casting on the 2 valves is identical. They're both Hitachi valves, but the D186 valve has a shorter cylinder. Both valves are put on in Cleveland.

We are trying to get some more feedback from the customer, such as when the stalls actually started. There is no record of stalls at lower mileage and seemingly the unit was stalling quite regularly in the 10-11 thousand mile range. There is also no record of an ISC valve ever being replaced on the unit.

Scott,

Can you get the engine number and engine build date for Bill Wettach (D&R Engineer for the valve) so he can raise this issue with the folks in Cleveland (VIN # included above)?

Also, have you seen this before? We inspected the buy-back's and they have the correct valves.

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

From: Benz, Greg (G.H.)
Sent: Tuesday, October 09, 2001 9:09 AM
To: Bhojwani, Kamal (K.)
Cc: Deeb, Joe (J.S.); Dalbo, Bob (R.J.); Gee, Tom (T.S.); Stoltz, Thomas (T.J.); Andy Jones (E-mail); Bernie Nikolai (E-mail); Fournelle, Gilbert (G.); 'mcdona3@visteon.com'
Subject: RE: VR sensor on VPWR instead of SIGRTN

Yes, this is a known issue, and there is a solution to allow SIGRTN (VRS sensors may require change). This concern has lead to a requirement in the interface SDS (CMP 2.01):

https://web.pcmads.ford.com/pdf/cmp_xy_-2.01.pdf

Ringling may occur in some designs due to sensor L and PCM C at high operating frequencies causing false edges. If signal attenuation is required to suppress ringing, parallel resistance may be added in the sensor. Loading resistors from the signal line to ground shall be avoided in the PCM to prevent faulty in-range A/D readings in the case of an open SigRtn, where other sensors share the same SigRtn (high resistance ground sneak path through the sensor).

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

From: Bhojwani, Kamal (K.)
Sent: Monday, October 08, 2001 5:16 PM
To: Deeb, Joe (J.S.); Benz, Greg (G.H.)
Cc: Dalbo, Bob (R.J.)
Subject: VR sensor on VPWR instead of SIGRTN

Here's an email with the reason for putting the VR sensor return on VPWR instead on SIGRTN. This will be part of tomorrow's stall discussion.

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Monday, October 01, 2001 2:40 PM
To: 'Fournelle, Gilbert (G.)'; 'Dalbo, Bob (R.J.)'; 'Bhojwani, Kamal (K.)'
Subject: FW: QUESTION ON ESCAPE

Bob,

Here is an explanation on why we picked a VPWR pin for the VR sensor return line.

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

From: Gee, Tom (T.S.) [mailto:tgee@ford.com]
Sent: Friday, September 28, 2001 3:34 PM
To: 'Nikolai, Bernie (B.E.)'
Cc: 'jmcdona3@visteon.com'
Subject: RE: QUESTION ON ESCAPE

Good thanks. I hope you all are doing well.

If I remember correctly, if the VR sensors we tried to the Sigrtn and there was a failure of the sigtrn lead near the PCM, a ground sneak path was created for sigtrn thru the VRS inputs to the PCM. The VRS inputs used a 4.7K pull down in there input circuitry which caused in range failures of any ratio metric sensors (TPS). This leads to strange control system behavior that is difficult to diagnose. Using a dedicated ground (VR_RTN) eliminated this potential concern.

Attached is a file I created at the time of the decision (12/11/97), I just looked very unorganized.

Thomas S. Gee
Supervisor, U293 PT Control Systems
Phone: 39-08431, Fax: 32-21315
Text Pager: (888) 218-2813, WPC 407

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

From: Nikolai, Bernie (B.E.) [mailto:bnikolai@visteon.com]
Sent: Thursday, September 27, 2001 1:46 PM
To: 'tgee@ford.com'
Subject: QUESTION ON ESCAPE

Tom,

How are things going? Good I hope.

I have a question for you regarding the Escape. Can you remember how we decided to use one of the PWRGND pins for the VR sensor return? I believe we were following the lead of other Ford programs at the time. Do you remember? Thanks.

Bernie Nikolai
Visteon Powertrain Control Subsystems
PH: 313-755-1401
FAX: 313-755-2857

From: Dave Nutt [DNutt@mazdausa.com]
Sent: Friday, October 05, 2001 3:55 PM
To: 'Bhojwani, Kamal (K.)'
Cc: Dalbo, Bob (R.J.); Williams, Les (LHW.); Fournelle, Gilbert (G.); Altoonian, Don (D.J.); Moorhouse, Scott (S.R.); Steven Limtiaco; Ed Marck
Subject: RE: Silver Tribute at MNAO Dyno

Kamal,

We have completed DPFE testing (pulling current from VREF). The amount of current needed to stall the vehicle did not differ from a known good vehicle. The vehicle was stalling consistently with the break-out-box installed. After a 20 minute drive (engine hot) and a 10-20 minute rest, the vehicle will stall during parking lot maneuvers (without changing range selection). We have now taken the break-out-box off of the vehicle. The vehicle has not stalled again since removing the break-out-box. However, we will continue to drive it this weekend. Can you send someone next week to do the dyno testing with us?

Thank-you,
Dave Nutt

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

From: Bhojwani, Kamal (K.) [mailto:kbhojwan@ford.com]
Sent: Thursday, October 04, 2001 6:33 PM
To: Nutt, David (D.); Marck, Edmond (E.C.)
Cc: Dalbo, Bob (R.J.); Williams, Les (LHW.); Fournelle, Gilbert (G.); Altoonian, Don (D.J.); Moorhouse, Scott (S.R.); Limtiaco, Steven (S.)
Subject: Silver Tribute at MNAO Dyno

Dave, Ed,
I apologize for not getting back with after the meeting today. I got caught up with a few other issues.

Regarding the unit you have, can you summarize the testing that has been done to it that has led to the stalls, anything that you may have done related to DPFE's and also the hot soak and drives that you talked about.

Please also let me know if you are able to reproduce any stalls without the break-out-box attached.

And finally, please try to capture a set of data on the dyno by tapping on

the relay in a coasting condition (please have someone observe the needles

on the IP to see if they jump during the stall). We can use that data as a

comparison for the one set of data previously captured.

Let me know if the VDR doesn't trigger so I can swap you with another

unit.

I would also like to get that vehicle back when you're done with those test.

We can swap it with one of the other buy backs.

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration

TEE, Suite 1AE30

Phone: (313) 39-01969

Fax: (313) 32-31786

From: Williams, Les (LHW.)
Sent: Friday, October 05, 2001 5:28 PM
To: Williams, Les (LHW.); Bhojwan, Kamal (K.); Hookaday Jr., John (J.C.); Bogema, John (P.); Mateoa, John (J.); Fournelle, Gilbert (G.); Smith, Tony (T.R.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Altounian, Don (D.J.)
Subject: Update on Stall tests at Six Sigma Garage on Friday

We had two additional vehicles at the garage today.

1. Blue Escape

- a. Updated EEC from R10 to R12
- b. Of the three battery grounds, the one directly under the battery closest to the front of the vehicle (G104/G105) had heavy corrosion (we cleaned off). We started the car and slowly removed the grounding bolt...the car shut off. We repeated this several times with the same result. After tightening the bolt back, we then performed the same experiment with the grounding bolt closest to the EEC Relays. The car did not stall. We tried this on the grounding bolt attached to the trans (G101)...car did not stall. We then removed G101 and bolt closest to EEC relays simultaneously and no stall occurred. These findings help us to realize that in the future we may only need to concentrate on G104/G105.
- c. We noticed that the grounding bolt on the cowl (attached to the EEC Module) had a green corrosive-resistant coating. This coating was not found on any of the other three aforementioned grounding bolts.

2. Parchment Tribute

OUR FIRST TRIBUTE

- a. We found a fair amount of oil in the ISC after we removed it. Cause for concern, we tagged and are eager to see test results.
- b. None of the grounding bolts had green corrosive-resistant markings on them. Also, we analyzed the serrated eyelet on the cowl and could not see any indication that the edges had pierced into the sheet metal for a better contact.

3. On both vehicles we replaced DPFE and ISC modules in order to run tests on them.

4. We added new items to our checklist (edited checklist ready next week). C110 and C133 check. Ensure that these two connections near bulkhead are intact. We will also be recording ISC duty cycles and long/short term fuel shifts using NGS.

We have 4 more vehicles that we need to test, 2 were on vacation and 2 were not able to get vehicle back to us this week.

Regards,
Les Williams
For More, Count on Les
U204 3.0L Powertrain Calibration
Truck Engine Engineering, Suite 1AE19
Phone: (248)390-0150
Fax: (313) 32-31786

From: Visco, John (J.D.) [jvisos@visteon.com]
Sent: Wednesday, October 03, 2001 2:43 PM
To: 'Fournelle, Gilbert (G.)'
Cc: Visco, John (J.D.)
Subject: RE: Question about reflashing processors

Gilbert,

Is it possible to reflash R07 with R12 calibration...YES.

DOAR1 (R07) was initial production...strategy changes are outlined below:

6/12/2000	DOAR1 (R07)	initial production (base)
	DOAR2	CD4E warranty fix to protect seals
9/12/2000	DOAR3 (R10)	Fuel cap-off PIDs CD4E shift quality improvement

I believe one of the changes to calibration regarding EDIS chip was fault code was cal'd out in R07 level software. When new EDIS chip was introduced, fault was coded in...so looking at changes above...not sure that I would expect EDIS change to cause ignition problems.

John

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

From: Fournelle, Gilbert (G.) [mailto:gfournel@ford.com]
Sent: Wednesday, October 03, 2001 11:21 AM
To: 'jvisos@visteon.com'
Subject: Question about reflashing processors

John,

Is it possible to reflash a R07 processor (old EDIS chip) with an R12 calibration (for the new EDIS). If this could happen in the field, e.g. a dealership re flashing the module, could this cause any ignition issues?

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

From: Bhojwani, Kamal (K.)
Sent: Wednesday, October 03, 2001 8:49 AM
To: Fournelle, Gilbert (G.)
Subject: Six Sigma Center

Directions to Six Sigma Center:

http://www.quality.ford.com/quality_center/qc/html/qcmap.html

You need to take the driveway on the South side of the building and travel along the aisle until you get to the last garage door on your left. That is the door you want to enter. There will be a cord on the pavement that you drive over and the door will automatically open.

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration

TEE, Suite 1AE30

Phone: (313) 39-01969

Fax: (313) 32-31786

From: Bhojwani, Kamal (K.)
Sent: Wednesday, October 03, 2001 8:08 AM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Williams, Lee (LHW.)
Subject: FW: ISC Valve/Engine Mis-build

FYI

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Yeung, Lem (.)
Sent: Wednesday, October 03, 2001 8:55 AM
To: Buetiner, Steve (S.B.)
Cc: Bhojwani, Kamal (K.)
Subject: FW: ISC Valve/Engine Mis-build

Steve,

Kamal is working in PTSE as a part of a team to help identify why Escapes are stalling during decels. He is the person whom you supplied the ISC and Delta PFE parts to. Thanks very much for that as I received them today.

One of the vehicles with this condition was found to have the wrong ISC valve installed. How shall we proceed with investigating why and how this occurred at CEP? REDCRS? PRT?

W. Lem Yeung

Ford Motor Company

U204 Duratech Engine Systems Supervisor
Work 313-32-23644
Pager 888-442-0321
Fax 313-694-7323

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

From: Bhojwani, Kamal (K.)
Sent: Tuesday, October 02, 2001 4:24 PM
To: Yeung, Lem (.)
Cc: Dalbo, Bob (R.J.)
Subject: FW: ISC Valve/Engine Mis-build

Lem,

I have a D186 IAC that was taken off U204. The VIN and Engine number for the Tribute that this IAC came from are included below. Is there a way to address this issue with CEP and to find out whether they have a check in place that can prevent this from happening?

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Bhojwani, Kamal (K.)

Sent: Tuesday, October 02, 2001 3:04 PM
To: Wettach, Bill (B.)
Cc: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: RE: ISC Valve/Engine Mis-build

Bill,

Can you follow up with CEPH to get these questions answered? Or can you provide me with a contact name?

As for the returned valve, I have it in my possession. I also have several other valves from stalling units that I need to get flow-tested. Can you help us get that set up?

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEE, Suite 1A30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Wettach, Bill (B.)
Sent: Tuesday, October 02, 2001 10:32 AM
To: Bhojwani, Kamal (K.)
Subject: RE: ISC Valve/Engine Mis-build

I forwarded the engine # to CEPH but have not heard from them as to the status. I am not familiar with CEPH process so I can not answer as to how CEPH prevents misbuilds.

You did mentioned that you thought the new valve fixed the customer complaint when the proper valve was installed. Can we get the original customer complaint valve back to look at?

Regards,

Bill Wettach

Design Release - IACV, CMGV, IMTV, & IMRC
Components B - Intake II
V-Engine Engineering
Phone 313.322.1885
Fax 313.322.9285

POEE BB103
WWETTACH@FORD.com

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

From: Bhojwani, Kamal (K.)
Sent: Tuesday, October 02, 2001 10:00 AM
To: Wettach, Bill (B.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: ISC Valve/Engine Mis-build

Bill,

Were you able to follow up with CEP on this issue?

Also, does CEP have an inspection method to verify that the correct IAC is installed?

Thanks!

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEE, Suite 1A30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Bhojwani, Kamal (K.)
Sent: Tuesday, September 18, 2001 5:52 PM
To: Wettach, Bill (B.)

Cc: Dalbo, Bob (R.J.); Moorhouse, Scott (S.R.); Alkoonian, Don (D.J.); Fournelle, Gilbert (G.)
Subject: RE: ISC Valve/Engine Mis-build

Bill, here's the engine serial number for the U204 3.0L Duratec engine that was built with a D186 IAC valve. Please follow up with Cleveland engine to find out if we could have more of these out in the field.

Engine Serial.: 563613038

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Bhojwani, Kamal (K.)
Sent: Friday, September 14, 2001 1:51 PM
To: Moorhouse, Scott (S.R.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: ISC Valve/Engine Mis-build

Scott,

I do still need to get the engine number and engine build date to track the mis-built unit with the D186 ISC.

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TEE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Bhojwani, Kamal (K.)
Sent: Monday, September 10, 2001 1:10 PM
To: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.); Waltach, Bill (B.)
Cc: Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Matassa, John (J.); Yeung, Lem (L.); Alkoonian, Don (D.J.); Badgley, Joel (J.)
Subject: ISC Valve/Engine Mis-build

On Friday, 9/7/01, we received a report of a stalling unit in the New York region. Below are some of the vehicle details:

- Make: Mazda
- Model: Tribute
- VIN: 4F2YU08141KM13050
- Vehicle Build Date: 9/8/2000
- In Service Date: 11/27/2000
- Mileage: ~11,000

After investigation, the problem was found to be in the ISC Valve. This engine was apparently mis-built. The part number on the ISC valve found on the unit is 1F1E-9F715BA (introduced on the 2001 D186). The correct part number for the Escape/Tribute is YF1E-9F715AB. The casting on the 2 valves is identical. They're both Hitachi valves, but the D186 valve has a shorter cylinder. Both valves are put on in Cleveland.

We are trying to get some more feedback from the customer, such as when the stalls actually started. There is no record of stalls at lower mileage and seemingly the unit was stalling quite regularly in the 10-11 thousand mile range. There is also no record of an ISC valve ever being replaced on the unit.

Scott,

Can you get the engine number and engine build date for Bill Wettach (D&R Engineer for the valve) so he can raise this issue with the folks in Cleveland (VIN # included above)?

Also, have you seen this before? We inspected the buy-back's and they have the correct valves.

Regards,

Kamal Chopra

U204 3.0L Powertrain Calibration

TRR, Suite 1AE30

Phone: (313) 39-01969

Fax: (313) 32-31786

From: Glass, Brandon (B.J.)
Sent: Tuesday, October 02, 2001 7:27 AM
To: Fournelle, Gilbert (G.)
Subject: RE: 3.8L White Paper

I just sent the attachment. If you do not receive it please let me know.

Regards,
Brandon Glass
Certification Engineer
Emission Compliance Dept.
CTL Bldg, MD T300-A, Cube 2AR07
Phone: 313.59.40006, Fax: 313.24.82710
e-mail: bglass3@ford.com

-----Original Message-----
From: Fournelle, Gilbert (G.)
Sent: Tuesday, October 02, 2001 7:23 AM
To: Glass, Brandon (B.J.)
Subject: RE: 3.8L White Paper

Please fax it to me, my fax number is (313) 3231786

Thanks,

Gilbert Fournelle
V8 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

-----Original Message-----
From: Glass, Brandon (B.J.)
Sent: Tuesday, October 02, 2001 7:21 AM
To: Fournelle, Gilbert (G.)
Subject: RE: 3.8L White Paper

Gilbert,
I have the attachment but it is not an electronic copy so I will have to fax it to you. If you are still interested let me know and I will fire it over to you this morning.

Regards,
Brandon Glass
Certification Engineer
Emission Compliance Dept.
CTL Bldg, MD T300-A, Cube 2AR07
Phone: 313.59.40006, Fax: 313.24.82710
e-mail: bglass3@ford.com

-----Original Message-----
From: Fournelle, Gilbert (G.)
Sent: Monday, October 01, 2001 3:55 PM
To: Glass, Brandon (B.J.)
Subject: RE: 3.8L White Paper

Thanks for the white paper.
The paper mentions a reference attachment '2002 SN95 MAF sensor Impact Study XF2F-12B679-AA va

1L2F-12B579-BA". Do you happen to have this attachment?

Thanks,

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904988 Fax:(313)3231786

—Original Message—

From: Glass, Brandon (B.J.)
Sent: Monday, October 01, 2001 2:14 PM
To: Fournelle, Gilbert (G.)
Subject: FW: 3.8L White Paper

Gilbert,

Attached is a copy of the white paper that was used for the 2002 3.8L Mustang MAF change. If you have any questions just let me know.

Regards,

Brandon Glass
Certification Engineer
Emission Compliance Dept.
CTL Bldg, MD T300-A, Cube 2A07
Phone: 313.59.40006, Fax: 313.24.82710
e-mail: bglass3@ford.com

—Original Message—

From: Kardos, Nancy (N.L.)
Sent: Friday, September 07, 2001 2:37 PM
To: Glass, Brandon (B.J.)
Subject: 3.8L White Paper

Brandon,

Could you check this over one more time before I send it out for signatures. Appreciate your help.
<< File: 3.8L MAF5whitepaper.doc >>

Regards,

Nancy Kardos

Application Engineer - Mustang
Powertrain Electronics Applications Department
(313)39-04174 / Fax (313)390-3830
POEE Cube AU044

Ford Motor Company
POEE Building / MD75
21500 Oakwood Blvd.
Dearborn, MI. 48121

From: Steven Limtiaco [SLimtiac@mazdausa.com]
Sent: Tuesday, October 02, 2001 3:00 PM
To: 'Bhojwani, Kamal (K.); Steven Limtiaco
Cc: Fournelle, Gilbert (G.)
Subject: RE: Return address

Thanks Kamal. Return address is:

Mazda North American Operations
1444 McGaw Ave
Irvine, CA 92614-5570

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

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

From: Bhojwani, Kamal (K.) [mailto:kbhojwan@ford.com]
Sent: Tuesday, October 02, 2001 12:00 PM
To: Limtiaco, Steven (S.)
Cc: Fournelle, Gilbert (G.)
Subject: Return address

Steve,
The VDR's are reprogrammed and ready to go. Can you verify the return shipping address?

They're coming with Airborne Express. Gilbert, can you forward the tracking number to Steve, so he can track the package?

Regards,
Kamal Bhojwani
U204 3.0L Powertrain Calibration
TEE, Suite 1A830
Phone: (313) 39-01969
Fax: (313) 32-31786

From: Steven Limtiaco [SLimtiac@mazdausa.com]
Sent: Tuesday, October 02, 2001 4:01 PM
To: 'Fournelle, Gilbert (G.)'
Cc: Bhojwani, Kamal (K.)
Subject: RE: Return address

Thanks for the help.

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

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

From: Fournelle, Gilbert (G.) [mailto:gfournel@ford.com]
Sent: Tuesday, October 02, 2001 12:28 PM
To: Limtiaco, Steven (S.)
Cc: Bhojwani, Kamal (K.)
Subject: RE: Return address

Steve,

Airborne Express should pickup the VDR's today before 6:00pm. The tracking number is 6693262531.

Gilbert Fournelle
V6 U204 Calibration Engineering
1A827 Truck Engine Engineering (TEE)
Phone: (313)3904968 Fax: (313)3231786

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

> **From:** Bhojwani, Kamal (K.)
> **Sent:** Tuesday, October 02, 2001 3:00 PM
> **To:** Limtiaco, Steven (S.)
> **Cc:** Fournelle, Gilbert (G.)
> **Subject:** Return address

>

> Steve,

> The VDR's are reprogrammed and ready to go. Can you verify the return shipping address?

>

> They're coming with Airborne Express. Gilbert, can you forward the tracking number to Steve, so he can track the package?

>

> Regards,

> Kamal Bhojwani

> U204 3.0L Powertrain Calibration

> TEE, Suite 1A830

> Phone: (313) 39-01969

> Fax: (313) 32-31786

From: Visos, John (J.D.) [jvisos@visteon.com]
Sent: Monday, October 01, 2001 1:18 PM
To: 'gfournel@ford.com'
Cc: 'rdalbo@ford.com'
Subject: FW: U204 - 2001MY - 3.0L open issue

AICE is part of CPS...thus noise over AICE could still be an issue...

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

From: Baskins, Robert (R.S.) [mailto:rbaskins@ford.com]
Sent: Monday, October 01, 2001 10:45 AM
To: 'Visos, John (J.D.)'
Subject: RE: U204 - 2001MY - 3.0L open issue

John, one small correction -

The AICE chip is part of the CPS to EDIS connection. It squares up the CPS

input (the squared up CPS signal is referred to as "CVRS"), and the squared

up CPS signal is then fed to the EDIS.

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

From: Visos, John (J.D.) [mailto:jvisos@visteon.com]
Sent: Monday, October 01, 2001 10:34 AM
To: 'gfournel@ford.com'
Cc: 'rdalbo@ford.com'; 'rbaskins@ford.com'; Visos, John (J.D.)
Subject: U204 - 2001MY - 3.0L open issue

Gilbert,

The meeting on Friday was most informative. Bob Baskins connection of RPM to PIP helped me to understand why the RPM dropped so drastically. If PIP is lost for some 300 milliseconds could explain the 700 to 100 rpm drop.

What can cause PIP to be lost?

Crank position sensor (CPS) feeds into a EDIS chip which in turn is connected to 8065-code chip. AICE chip is not part of this connection. AICE chip is used by CID and MAF and other controllers. So MAF noise could

effect CID but not CPS. I asked Jack Marshall about EDIS and crank position

sensor hardware with following areas of possible causes:

- (1) Crankcase position sensor hairline crack that would cause sensor to quit making a sine wave form. CPS sensor failure.
- (2) Crankcase position sensor intermittent dis-connect of at least 300 msec. CPS connection failure.
- (3) EDIS chip connections from crankcase position sensor or to 8065-chips has hairline crack that opens under certain conditions of heat/vibration.

EDIS chip connection failure.

So if CPS or EDIS have an issue, then lost PIP would result.

Hope this helps,
John

John D. Visos jvisos@visteon.com
U204 EEC software engineer
Visteon Powertrain Department
Tel: 313-755-6012 Fax: 313-755-2857

From: Bhojwani, Kamal (K.)
Sent: Tuesday, September 18, 2001 5:52 PM
To: Wettach, Bill (B.)
Cc: Dalbo, Bob (R.J.); Moorhouse, Scott (S.R.); Altoonian, Don (D.J.); Fournelle, Gilbert (G.)
Subject: RE: ISC Valve/Engine Mis-build

Bill, here's the engine serial number for the U204 3.0L Duratec engine that was built with a D186 IAC valve. Please follow up with Cleveland engine to find out if we could have more of these out in the field.

Engine Serial.: 563613038

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TBE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Bhojwani, Kamal (K.)
Sent: Friday, September 14, 2001 1:51 PM
To: Moorhouse, Scott (S.R.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: ISC Valve/Engine Mis-build

Scott,

I do still need to get the engine number and engine build date to track the mis-built unit with the D186 ISC.

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TBE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

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

From: Bhojwani, Kamal (K.)
Sent: Monday, September 10, 2001 1:10 PM
To: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.); Wettach, Bill (B.)
Cc: Fescott, Bob (R.L.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Matasa, John (J.); Yeung, Lam (L.); Altoonian, Don (D.J.); Badgley, Joe (J.)
Subject: ISC Valve/Engine Mis-build

On Friday, 9/7/01, we received a report of a stalling unit in the New York region. Below are some of the vehicle details:

- Make: Mazda
- Model: Tribute
- VIN: 4F2YU08141KM13050
- Vehicle Build Date: 9/8/2000
- In Service Date: 11/27/2000
- Mileage: ~11,000

After investigation, the problem was found to be in the ISC Valve. This engine was apparently mis-built. The part number on the ISC valve found on the unit is 1F1E-9F715BA (introduced on the 2001 D186). The correct part number for the Escape/Tribute is YF1E-9F715AB. The casting on the 2 valves is identical. They're both Hitachi valves, but the D186 valve has a shorter cylinder. Both valves are put on in Cleveland.

We are trying to get some more feedback from the customer, such as when the stalls actually started. There is no record of stalls at lower mileage and seemingly the unit was stalling quite regularly in the 10-11 thousand mile range. There is also no record of an ISC valve ever being replaced on the unit.

Scott,

Can you get the engine number and engine build date for Bill Wettach (D&R Engineer for the valve) so he can raise this issue with the folks in Cleveland (VIN # included above)?

Also, have you seen this before? We inspected the buy-back's and they have the correct valves.

Regards,

Kamal Elshayest

U204 3.0L Powertrain Calibration

TEE, Suite 1A30

Phone: (313) 39-01969

Fax: (313) 32-31786

From: Bhowani, Kamal (K.)
Sent: Friday, September 14, 2001 2:08 PM
To: Hayden, John (J.T.)
Co: Gokhale, Renuka (R.V.); Jordan, Donald (D.E.); Dalbo, Bob (R.J.); Altoonian, Don (D.J.); Fournelle, Gilbert (G.); Nutt, David (D.)
Subject: Relay Specs

John,

As discussed during yesterday's meeting, please forward me any spec's that you have on OMRON and Hella relay's. Specifically, data on contact force, how it varies with voltage. What Ford's specs are for seal voltages for relay's and preferably data on what the actual characteristics are for the OMRON and Hella relay's (How well do they meet these spec's?). Can you also explain the definition of 'seal voltage'?

Thanks!

Regards,

Kamal Bhowani

U204 3.0L Powertrain Calibration
TBE, Suite 1AE30
Phone: (313) 39-01969
Fax: (313) 32-31786

From: Dalbo, Bob (R.J.)
Sent: Thursday, September 13, 2001 5:19 PM
To: Baskins, Robert (R.S.)
Co: Bhowari, Kamal; Bopema, John; Fournelle, Gilbert; Hockaday Jr., John (J.C.); Matasa, John; Mikota, Dennis (D.P.); Mroz, David; Pawlak, Greg; Smith, Tony; Wakenell, Ray (R.A.)
Subject: RE: edis status

Bob,

Thanks for the info. I'm sorry I didn't get a chance to discuss this with you today, but this info does get to the heart of our issue.

Would a loss of crank sensor/wheel synchronization cause any sort of flag state change or error message that we could capture on a Cosworth VDR? If there were, it would be a big help in narrowing our search for the root cause of our stalls.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Baskins, Robert (R.S.)
Sent: Thursday, September 13, 2001 11:10 AM
To: Dalbo, Bob (R.J.)
Subject: edis status

Bob,

I reviewed the Spark I/O sw and EDIS message protocol to determine what would cause "edis_status" to go from a '1' to '0'. According to the EDIS spec, examples of situations are:

- * Lack of EDIS SAW command (i.e. 8065 does not send spark command to EDIS)
- * HLOS
- * SPI communication error (i.e. EDIS does not receive spark command due to SPI failure)

In general, the situations above would be due to a PCM reset or internal PCM failure.

Bob Baskins
Algorithm Design Engineering & Process Tools
RVT-CAPE-PCSE
POEE Bldg - Drop 76 - cube AN173
phone: (313) 59x44950
email: rbaskins@ford.com

From: Shelton, Randy (R.)
Sent: Wednesday, September 12, 2001 1:57 PM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Cc: Huck, Dave (D.E.)
Subject: VDR Trigger data during the staifs Analysis

I looked through the files that you supplied where you induced the stall by tapping on the relay and the trigger conditions did not appear to be met.

In the file at the bottom there are the SCP error that are logged. If you look there are frame over-run errors, transmission and reception errors logged. I tried to find the HECC specs on the web to look up what code 62 is that is the exact error code that was set. I could not find it on the web.

What I said earlier was what I would still suspect as the issue. An incomplete record was seen due to the transmission errors and this record was not saved. The trigger variable was seen with data and could have been error but met the trigger conditions so the VDR did trigger. As said earlier the VDR does not store records if they have errors but will trigger if a condition is seen.

I also plotted time vs sample # which should be a linear line. I plotted near the time zero or the trigger point. There is definitely a nonlinearity at that point. This suggests missing records also since the time-base is the real time clock inside the recorder.

This not keeping the record was my decision. I am not sure that was the best way to handle this but I did not feel that known records were worth saving since there could be many reasons for a record of data to become corrupt during the transmission. I do feel that we should have saved the trigger record no matter what and I would change that if I were doing this again

From: Bhojwani, Kamal (K.)
Sent: Monday, September 10, 2001 1:10 PM
To: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.); Wettach, Bill (B.)
Cc: Fascetti, Bob (R.J.); Dabo, Bob (R.J.); Fournelle, Gilbert (G.); Matesa, John (J.); Young, Lem (.); Altoonlan, Don (D.J.); Badgley, Joel (J.)
Subject: ISC Valve/Engine Mis-build

On Friday, 9/7/01, we received a report of a stalling unit in the New York region. Below are some of the vehicle details:

- Make: Mazda
- Model: Tribute
- VIN: 4F2YU08141KM13050
- Vehicle Build Date: 9/8/2000
- In Service Date: 11/27/2000
- Mileage: ~11,000

After investigation, the problem was found to be in the ISC Valve. This engine was apparently mis-built. The part number on the ISC valve found on the unit is 1F1E-9F715BA (introduced on the 2001 D186). The correct part number for the Escape/Tribute is YF1E-9F715AB. The casting on the 2 valves is identical. They're both Hitachi valves, but the D186 valve has a shorter cylinder. Both valves are put on in Cleveland.

We are trying to get some more feedback from the customer, such as when the stalls actually started. There is no record of stalls at lower mileage and seemingly the unit was stalling quite regularly in the 10-11 thousand mile range. There is also no record of an ISC valve ever being replaced on the unit.

Scott,

Can you get the engine number and engine build date for Bill Wettach (D&R Engineer for the valve) so he can raise this issue with the folks in Cleveland (VIN # included above)?

Also, have you seen this before? We inspected the buy-back's and they have the correct valves.

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration

TEB, Suite 1A130

Phone: (313) 39-01969

Fax: (313) 32-31786

From: Jordan, Donald (D.E.)
Sent: Thursday, September 06, 2001 1:32 PM
To: Bhojwani, Kamal (K.); 'ajones8@visteon.com'; Altoonlan, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.); Blackburn, Thomas (T.J.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Gokhale, Renuka (R.V.); Harr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Inoue, Takashi (T.); 'jmccona3@visteon.com'; Kanel, Shing (S.); King, Robert (R.F.); Kwon, Soon (S.K.); Lintaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Mateea, John (J.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Nematollahi, Sonya (S.); Raquepau, Aiden (A.P.); Stigenbauer, Jeffrey (J.R.); Vecchio, Anne Marie (A.)
Cc: Gokhale, Renuka (R.V.); Jordan, Donald (D.E.)
Subject: RE: Phantom Stall Follow Up Meeting

Sorry didn't make today's meeting. Called in at noon, but no host. Find out that meeting had been changed from noon to 10am, but notification didn't come out until 5:30 pm day.

Not sure if Tom Morgan(Lear) knew of change either, but : ran test on disconnecting grounds, that were brought up in Tues meeting. Disconnected EEC cowl ground, ground under battery tray, Rt hd frt sheet metal ground, and ground beneath drivers seat. Would remove one ground at a time, would try to start engine, and determine if ground removed could be a possibility. Vehicle started without any problem and continued to run with out any hesitation, coughing, etc. with each ground disconnected. When looking over ground schematic, Mazda has redundant grounds. Non of the disconnected grounds produced symptoms of a stall.

Tom had given 1st returned harness(reported EEC pin discoloration) to Tyco(terminal guru/supplier) for analysis. 2nd set 12A522 harness w/ EEC will also go to Tyco for analysis.

Connectors in left hand kick-panel: Disconnect at JB would give an error, no start, etc., so plant would have reported those issues & haven't. I am checking w/ Jeff(elec pvt).

Terminal push-outs, 8D submitted and plant hasn't seen for last two(2) weeks.
This is a rough update to last meetings issues. Any further questions before next Tue meeting, please contact me.
Thanks,

Donald E. Jordan
Electrical Systems, USPS & U204
(DJORDAN1) 313-24-84923(pdc), 322-5147(wpc)
Pager: T 313-795-4342

—Original Appointment—

From: Bhojwani, Kamal (K.)
Sent: Wednesday, September 05, 2001 5:28 PM
To: 'ajones8@visteon.com'; Altoonlan, Don (D.J.); Amenda, Harry (H.F.); Badgley, Joel (J.); Blackburn, Thomas (T.J.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Gokhale, Renuka (R.V.); Harr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Inoue, Takashi (T.); 'jmccona3@visteon.com'; Jordan, Donald (D.E.); Kanel, Shing (S.); King, Robert (R.F.); Kwon, Soon (S.K.); Lintaco, Steven (S.); Linde, Peter (P.A.); Liu, Jane (J.); Marck, Edmond (E.C.); Mateea, John (J.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Nematollahi, Sonya (S.); Raquepau, Aiden (A.P.); Stigenbauer, Jeffrey (J.R.); Vecchio, Anne Marie (A.)
Subject: Phantom Stall Follow Up Meeting
When: Occurs every Thursday effective 9/6/01 until 10/11/01 from 10:00 AM to 11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: TEE Conference Rm. #2 (dial in info included)

Confirmation Number: 4588601
Dial In: 1 (800) 559-1235
Alternate Dial-In:
FordNet # and International Participants #: 954-1129, 1 (630) 424-2078

Passcode: 7510576#

ER62-827 27548

From: Bhojwani, Kamal (K.)
Sent: Friday, August 17, 2001 6:35 PM
To: Fascetti, Bob (R.J.); Dalbo, Bob (R.J.); Corbett, Sandra (S.M.); Moorhouse, Scott (S.R.);
Altoonian, Don (D.J.)
Cc: Fournelle, Gilbert (G.); Wakenell, Ray (R.A.); Matesa, John (J.)
Subject: Additional update

Up to this point we have not been able to recreate any stalls. All available units are being driven with VDR's, set up to record data if the RPM drops below 400 rpm, in an attempt to get a recording if a significant dip in the rpm is noted.

Today Ray, Gilbert, and I met with a Mark Freeland, a black belt at SRL, involved in the study of DPFE sensors. More specifically, he's researching the issue with the Focus. We will be meeting with him on Monday (8/20) to inspect the DPFE sensors on the buy back units.

Also, on some of the complaints customers have noted that they lost power to the radio when the vehicle stalled. Today we recreated stalls on a calibration unit by tapping on the relay, pulling out the relay, and shorting VREF to ground on the DPFE sensor (through the break-out-box) while idling. In all these cases the stereo never lost power on the stall. It did loose power when restarting, which seems to be normal.

Have a nice weekend!

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration

TEB, Suite 1AE30

Phone: (313) 39-01969

Fax: (313) 32-31786

From: Dalbo, Bob (R.J.)
Sent: Tuesday, August 14, 2001 7:41 PM
To: Corbett, Sandra (S.M.); Altoonlan, Don (D.J.); Moorhouse, Scott (S.R.); Bho(wani, Karnak; Bogema, John; Fournelle, Gilbert; Hockaday Jr., John (J.C.); Matesa, John; Mikota, Dennis (D.P.); Mroz, David; Pawlak, Greg; Smith, Tony; Wakenell, Ray (R.A.); Kwon, Soon; Fascetti, Bob
Subject: FW: Phantom Stall Update

Another old problem that just won't go away...

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, North American Truck
Phone: (313)24-84947 Fax: (313)32-31786
Pager: (313)795-2859 E-mail: rdalbo@ford.com

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

From: Steven Lintiac [mailto:SLintiac@mazdausa.com]
Sent: Friday, August 10, 2001 12:47 PM
To: 'rdalbo@ford.com'
Subject: Phantom Stall Update

Bob,

Here are some interesting comments from one of our region technical specialists (similar to Ford FSEs). Please note the comment about the ignition switches with weighted key rings.

Steve

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

> **From:** Ed Stechman
> **Sent:** Thursday, August 09, 2001 7:40 AM
> **To:** Steven Lintiac
> **Subject:** RE: PQI Question
>
> Steve
> There is more than one thing causing Tributes to continue to stall. We
> just need to add this to the list.
> We have
> * Engine fuse box with two harness connectors (x270b, x270d)
> * Water intrusion on the left side causing electrical issues with
> the
> interior fuse box
> * Possible IAC valve failure (not confirmed)
> * Throttle body mass production issues, air bleed bypass hole not
> properly drilled.
> * Ignition switches, you can wiggle the keys on some vehicles ever
> so
> slightly and the vehicle will shut off. If a customer has a lot a keys
> on
> their key ring it may contribute to vehicle stalling.
> * PCM burn marks on pin 76
> Now I have a window ground #15 that can cause a vehicle to stall. I am

> concerned with the fact our wiring diagram does not show the
> relationship
> between the window circuit and the ignition/ control circuit. We need
> to
> find a ground wire blue print from Ford to see the splices.
>
> If you have any questions you know where to find me
>
> Edward Stechman
> Technical Specialist
> Mazda North American Operations
> Midwest Region
> Phone: 630-873-2416
> Fax: 630-873-2443

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

> From: Steven Lintiacco
> Sent: Tuesday, August 07, 2001 12:24 PM
> To: Ed Stechman
> Subject: RE: PQI Question

> Ed,

> Do you think the window ground fix will resolve the phantom
> stall?

> Steve

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

> From: Ed Stechman
> Sent: Monday, August 06, 2001 2:09 PM
> To: Steven Lintiacco
> Subject: RE: PQI Question

> The customers complaint was the windows were inop. When
> asked about did your vehicle stall the customer stated it did twice
> but
> started right back up and didn't think much of it being a problem,.

> Edward Stechman
> Technical Specialist
> Mazda North American Operations
> Midwest Region
> Phone: 630-873-2416
> Fax: 630-873-2443

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

> From: Steven Lintiacco
> Sent: Monday, August 06, 2001 11:32 AM
> To: Ed Stechman
> Subject: PQI Question


> Ed,

> Was this customer complaining of phantom engine
> stalling? Or, just the windows not operating??? Please confirm.

From: Bhojwani, Kamal (K.)
Sent: Tuesday, August 14, 2001 7:24 PM
To: Altoonlan, Don (D.J.); Corbett, Sandra (S.M.); Fascetti, Bob (R.J.); Dalbo, Bob (R.J.);
Mateea, John (J.); Fournelle, Gilbert (G.); Wakenell, Ray (R.A.); Bogerna, John (P.);
Pawlak, Greg (G.J.); Mikota, Dennis (D.P.); Hockaday Jr., John (J.C.); Smith, Tony (T.R.)
Subject: Vehicle Checklist

Attached is the vehicle checklist. Please review it as soon as possible and provide any possible input. The list includes all the issues that are being considered at this time as a possible root cause.

Don, can you provide some detail on the ground wire below the battery that needs to be inspected?
Thanks!


antom Stall Vehicle
Checklis...

Regards,

Kamal Bhojwani

U204 3.0L Powertrain Calibration
TRE, Suite 1A230
Phone: (313) 39-01969
Fax: (313) 32-31786

PHANTOM STALL VEHICLE CHECKLIST (1ST DRAFT)

1. **EEC Relay and Power Distribution Box**
 - Tap the EEC Power Relay with object such as a screwdriver with the vehicle idling to check if the vehicle stalls or if idle is disturbed. If so,
 - i. remove the relay
 - ii. inspect the terminal connections in the power distribution box – ensure that they are fully seated
 - iii. bend the pins on the relay to improve the connection inside the box or replace the relay with the Hella relay if available
2. **PCM and Wiring Harness**
 - Disconnect the wiring harness from the EEC module and inspect both, the harness and EEC terminal connections for pin dis-colorization, signs of arcing, and/or signs of corrosion. If any of the above is detected, replace the EEC module and/or wiring harness as required.
3. **Ignition Switch**
 - Impact/bump the ignition switch with engine idling, to simulate a heavy key chain or a bump to the switch while operating the vehicle. If the idle is disturbed in any way, please contact Kamal Bhojwan (313-390-1969) for further instructions.
4. **Connectors in Lower Left (Driver Side) Kick-Panel (c270d & c270b)**
 - Disconnect connectors, one at a time, and do the following for each connector
 - Inspect terminals for looseness, corrosion, terminal damage, and/or bent pins on the connector and the junction box
 - Repair terminal connection as needed
5. **Battery Ground (Below Battery)**
 - Inspect battery ground connection below the battery (G???)
 - Tighten as required – ensure all terminals are clean
6. **DPFE Sensor and Idle Air Bypass Valve**
 - If all of the above checks out on the vehicle, replace the DPFE sensor and the Idle Air Bypass Valve.

Roush Technologies
16630 Southfield Rd.
Allen Park, MI 48101
Attn: Doug Zdybek (313) 294-8231
Vehicle: 310W707 <-please include for tracking purposes at Roush

Regards,

K. Jarrett New

VEV Durability Engineering
U204 Durability Analysis & Verification

Phone: (313) 84-54888

Fax: (313) 24-88776

Pager: (313) 795-4802

knew@ford.com

From: Loftus, Mark (M.P.)
Sent: Friday, June 21, 2002 4:10 PM
To: Fournelle, Gilbert (G.)
Subject: FW: Escape customer

In Bob's absence.....

Mark P. Loftus

DSB Process Manager
Phone (313) 845-5192, Fax (313) 845-5115

—Original Message—

From: Loftus, Mark (M.P.)
Sent: Friday, June 21, 2002 4:08 PM
To: Dalbo, Bob (R.J.)
Cc: Goodhart II, Dennis (D.P.)
Subject: Escape customer

This is the information we spoke about in the conference call regarding the customer that FCSD took out of an Escape for stalling and the new one we put him in had the same problem on the same hill.

Customer: Jason Hart 20328 Collier Dr. Strongsville, OH 44140 wk# (330) 963-7444 hm# (440) 878-4583

Sales and servicing dealer: Williams Ford, Berea, OH (close to the Cleveland area) P&A code 02173
Dealer contact: Matt Newman (440) 821-0185 cell #, (440) 234-2770 dir #

1st vehicle 1FMYU04151KA34477 Build date 1-29-01

Ford took him out of this vehicle due to a stalling concern.

2nd vehicle, customer currently driving 1FMYU04192KC99894 Build date 4-4-02

The customer experienced one stall already and a near stall. Stall happened on the same road and same hill as the previous vehicle problems.

The regional Ford Field service engineer is Dennis Goodhart (440) 798-5273

Mark P. Loftus

DSB Process Manager
Phone (313) 845-5192, Fax (313) 845-5115

From: Dan Rothweiler [DRothwei@mazdausa.com]
Sent: Thursday, June 20, 2002 1:42 PM
To: Dalbo, Bob (R.J.); Price, Martin (M.)
Cc: Sanders, Muriel (M.S.); Suarez, Rhae (R.); Dan Rothweiler; Altoonian, Don (D.J.); Gilbert Fournelle
Subject: RE: vmv on time?

Actually I remember the tank vacuum on that vehicle went to .3 volts and stayed there while the evapvm % was stuck at 100%. I have never seen 1.6 volts on ftp before. I have seen as low as 1.9 and I think thats why we estimated the spec. to bottom out at 1.9. I just looked at the TSB and it says "normal" is no lower than "approximately" 2.2 volts. Now I wonder how correct this is?

Any ideas?

Daniel H. Rothweiler
Mazda North American Operations
Fixed Operations Technical Specialist
Office: 732-868-2135
Fax: 214-442-5222
Cellular: 732-547-8578

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Thursday, June 20, 2002 1:29 PM
To: Price, Martin (M.)
Cc: Sanders, Muriel (M.S.); Suarez, Rhae (R.); Rothweiler, Daniel (D.); Altoonian, Don (D.J.); Gilbert Fournelle
Subject: RE: vmv on time?

Marti,

This condition can result from a spider web in the vent line with a normally-functioning check valve. I believe Dan and Don saw a similar condition when they replaced an open check valve on a truck that had a malfunctioning one before we identified the spider issue. The tank vacuum may not have gone this low but the truck never stopped purging once it started.

A stuck-closed cannister vent valve (CVV) could cause a similar issue, although I suspect there should be a code associated with it.

Blowing out the vent line or replacing the CVV should eliminate this issue.

We did not address this in the TSB because it doesn't per se contribute to stalling and will result in a MIL.

Bob Dalbo
3.0L Calibration Supervisor

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

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

> From: Price, Martin (M.)
> Sent: Wednesday, June 19, 2002 7:09 PM
> To: Dalbo, Bob (R.J.)
> Subject: RE: vmv on time?

>
> It's not that it doesn't start purging, it continuously purges. The
vmv
> remains ON for a long period even though FTP reads 1.6v the entire
time.
> The concern is that it doesn't stop purging.

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

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

> From: Dalbo, Bob (R.J.)
> Sent: Wednesday, June 19, 2002 6:02 PM
> To: Price, Martin (M.); Sanders, Muriel (M.S.); Suarez, Rhae (R.);
> Gilbert Fournelle
> Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Pepitone, Gil
(J.)
> Subject: RE: vmv on time?

>
> Team,
> If you start with cleared KAM (which you would after reflashing), it
can
> take as long as 2000 seconds (over 33 minutes) to begin purging.
>
> We should discuss reordering the TSB to do the purge check before
> reflashing at tomorrow's meeting.

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

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

> From: Price, Martin (M.)
> Sent: Wednesday, June 19, 2002 3:56 PM
> To: Sanders, Muriel (M.S.)
> Cc: Altoonian, Don (D.J.); Rothweiler, Daniel (D.); Dalbo, Bob
(R.J.);
> Suarez, Rhae (R.)
> Subject: vmv on time?

>
> A fellow hotliner had a call where the tech was performing step 4 of
the
> TSB and the vmv remained at 100% for 10 minutes+, the ftp remained at
1.6v
> during this time. No codes were stored. Is the vmv suppose to remain
at

> 100% for so long? Is this a concern or considered normal?
>
> Marti Price
> Cleveland Engine Specialist, DSC I #353
> 1700 Fairlane Dr, Allen Park, MI 48101
> mprice28@ford.com ph. (313)317-9133
>

From: Sanders, Muriel (M.S.)
Sent: Wednesday, June 19, 2002 5:43 PM
To: Dalbo, Bob (R.J.)
Cc: Fournelle, Gilbert (G.)
Subject: Summary of St. Croix Vehicles

This is a summary of Gil's findings up to Wednesday, June 19.

- Only 1 out of the 13 St. Croix vehicles had the complete TSB and ISM performed. All others had partial repairs.
- At the time of our conversation, Gil had looked at 9 vehicles.
- The 1 unit with all the repairs has not stalled with over 100 miles driven since the repairs.
- 3 of the 9 units had documentation saying they were re-flashed, but in fact they had not been.
- 6 of the 9 units had fuel contamination (1 other vehicle has a dirty filter, but not as bad as the other 6). The fuel filters were very dirty and in at least 1 of the vehicles the fuel was almost black.
- He is also experiencing a cold hesitation on some of the vehicles. It occurs when the engine is between 100 deg. F to 170 deg F. Some of these vehicles have been fixed with replacing the fuel filter, but at least 2 still hesitate after the filter is changed. It was unclear if he had performed the TSB and ISM on these vehicles.

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

From: Dalbo, Bob (R.J.)
Sent: Thursday, June 20, 2002 1:29 PM
To: Price, Martin (M.)
Cc: Sanders, Muriel (M.S.); Suarez, Rhae (R.); Rothweller, Daniel (D.); Altoonian, Don (D.J.); Gilbert Fournelle
Subject: RE: vmv on time?

Marti,

This condition can result from a spider web in the vent line with a normally-functioning check valve. I believe Dan and Don saw a similar condition when they replaced an open check valve on a truck that had a malfunctioning one before we identified the spider issue. The tank vacuum may not have gone this low but the truck never stopped purging once it started.

A stuck-closed cannister vent valve (CVV) could cause a similar issue, although I suspect there should be a code associated with it.

Blowing out the vent line or replacing the CVV should eliminate this issue. We did not address this in the TSB because it doesn't per se contribute to stalling and will result in a MIL.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31708
Pager: (313) 795-2858 Email: rdalbo@ford.com

—Original Message—

From: Price, Martin (M.)
Sent: Wednesday, June 19, 2002 7:09 PM
To: Dalbo, Bob (R.J.)
Subject: RE: vmv on time?

It's not that it doesn't start purging, it continuously purges. The vmv remains ON for a long period even though FTP reads 1.6v the entire time. The concern is that it doesn't stop purging.

Marti Price

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

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Wednesday, June 19, 2002 6:02 PM
To: Price, Martin (M.); Sanders, Muriel (M.S.); Suarez, Rhae (R.); Gilbert Fournelle
Cc: Altoonian, Don (D.J.); Rothweller, Daniel (D.); Peppone, Gil (J.)
Subject: RE: vmv on time?

Team,

If you start with cleared KAM (which you would after reflashing), it can take as long as 2000 seconds (over 33 minutes) to begin purging.

We should discuss reordering the TSB to do the purge check before reflashing at tomorrow's meeting.

Bob Dalbo

3.0L Calibration Supervisor

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

—Original Message—

From: Price, Martin (M.)
Sent: Wednesday, June 19, 2002 3:56 PM
To: Sanders, Muriel (M.S.)
Cc: Altoonick, Don (D.J.); Rothweiler, Daniel (D.); Delbo, Bob (R.J.); Suarez, Rhee (R.)
Subject: vmv on time?

A fellow hotliner had a call where the tech was performing step 4 of the TSB and the vmv remained at 100% for 10 minutes+, the ftp remained at 1.6v during this time. No codes were stored. Is the vmv suppose to remain at 100% for so long? Is this a concern or considered normal?

Marti Price

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

From: Fournelle, Gilbert (G.)
Sent: Wednesday, June 19, 2002 9:35 AM
To: Hurley, Robert (R.E.)
Subject: RE: CLOSLOP2

Robert,

please change the first column to 0.035

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904988 Fax:(313)3231786

—Original Message—

From: Hurley, Robert (R.E.)
Sent: Wednesday, June 19, 2002 9:10 AM
To: Fournelle, Gilbert (G.); Marchlewicz, Carl (C.E.)
Subject: CLOSLOP2

Closlop2 dyno calibration has been installed in both dyno accounts. Calibration result can be found in flat CLOSLOP2 Dyno G4 Engine & Transmission. Gilbert did you want to lower the value in the first column of FN1352 to smooth the transition into idle?

Robert E. Hurley

Ford Motor Company
V6 Escape - Powertrain Calibration
Outfiters Powertrain Systems Engineering Department
2000 Enterprise Drive, Allen Park, MI 48101 USA
Tel: 313-248-6776 E-mail: rhurley1@ford.com

From: Dalbo, Bob (R.J.)
Sent: Tuesday, June 18, 2002 2:04 PM
To: Crompton, Todd (T.J.)
Co: Diehl, Douglas (D.M.); Andrew Woodings; Eric Klostermann; Gilbert Fournelle; Hockaday Jr., John (J.C.); John Bogema; John Mateasa; Mikota, Dennis (D.P.); Muriel Sanders; Robert Hurley; Roger Mandziuk
Subject: RE: NS06 Testing

Todd,

Our new calibration tools (CALVIN and ATI) do not support DAC outputs. Can the Dynascan output emissions data via DAC to the calibration tools? If not, this calculation will be a nightmare.

Bob Dalbo

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

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

From: Diehl, Douglas (D.M.)
Sent: Tuesday, June 18, 2002 7:17 AM
Subject: FW: NS06 Testing

Info regarding NS06 testing at APTL from Todd Crompton. Please contact Todd Crompton with any questions.

Douglas Diehl

Program Planning Coordinator
RVT-CAPE Emission Compliance
322-0282 (CTL), 323-0008 (APTL)
<mailto:ddiehl1@ford.com>

For NS06 testing, PCM data (RPM, LOAD, and LAMBSE) is required to calculate the exhaust volume flow rate and determine the mass emission rates. Since the exhaust is routed through the monoxvent for this testing (due to CVS temperature limitations), the exhaust volume on the test report is a very low nominal value which produces low mass emission numbers for the on-site test report. For this reason the test report must be generated through post-processing via the following web link:

<http://ets890.ets.ford.com:84/htdocs/aptlweb/aptlhome/tsd/prod/Welcome2.htm?>

Please be sure you've upgraded to the latest setup files and periodically monitor the setup files for update dates if you are running NS06 testing.

Currently the DYNASCAN device installed on the sites allows the operator to pull this information from the PCM via the OBD diagnostic port. If your vehicle is unable to communicate these signals through the OBD port, then the signals may be DAC'd out using the following scaling:

LOAD: 0 to 5V = 0.0 to 1.0 LOAD
LAMBSE: 0 to 5V = 0.0 to 2.0 LAMBSE
RPM: 0 to 10V = 0 to 10,000 RPM

At present the DYNASCAN units are not capable of communicating with CAN OBD systems. For CAN

systems, the information should be DACd out using a calibration tool, e.g. FCON. If this is not an option, the data may be collected electronically, time aligned, and processed after the test. Contact Todd Crompton for further instructions if this is necessary. The test sites should be able to communicate via CAN as well as the current OBD protocol in the near future to accommodate newer vehicles migrating to this CAN protocol.

Todd Crompton VEE - Certification Engineering - 3W-200 APTL

Ph: (313) 322-5911 Fax: (313) 390-4991 Pager: (313) 851-3719

From: Dalbo, Bob (R.J.)
Sent: Monday, June 17, 2002 8:16 PM
To: Moorhouse, Scott (S.R.); Goodhart II, Dennis (D.P.); Powers, Ken (K.W.)
Cc: Terzes, Laura (L.D.); Suarez, Rhae (R.); Corbett, Sandra (S.M.); Altonian, Don (D.J.); Bauer, Scott (S.C.); Sanders, Muriel (M.S.); Fournelle, Gilbert (G.); Fascetti, Bob (R.J.)
Subject: RE: Hot Issue on 2002 Escape allegedly stalling

Ford Motor Company apparently has a quandry in that we expect technicians to verify the stalling issue before replacing any parts, but the Escape/Tribute stalls have been impossible to verify. This is preventing the deployment of the fixes in the TSB (all of which have proven to be effective against their Intented issues) as well as those in the ISM (which are potential contributors whose likelihood of occurrence is assumed to be low).

The stall team's recommendation is the same as Scott's (surprise - he is on the team). Performing all the actions in the TSB and ISM will fix the vast majority of the stall complaints.

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: Monday, June 17, 2002 5:18 PM
To: Goodhart II, Dennis (D.P.)
Cc: Powers, Ken (K.W.); Terzes, Laura (L.D.); Suarez, Rhae (R.); Corbett, Sandra (S.M.); Altonian, Don (D.J.); Dalbo, Bob (R.J.)
Subject: FW: Hot Issue on 2002 Escape allegedly stalling

Dennis,

Our direction is to perform both the TSB and ISM on the vehicles in question, regardless if whether the dealer has been able to duplicate the concern or not. Due to the intermittent nature of this failure, it is not surprising to hear that the dealers could not duplicate the concern (most dealers have not).

The TSB and ISM represent those failure modes identified on vehicles evaluated in the field, and all items are in the process of being incorporated into the build process here at KCAP.

Please call with any other questions, I will be happy to discuss.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

—Original Message—

From: Powers, Ken (K.W.)
Sent: Monday, June 17, 2002 10:20 AM
To: Moorhouse, Scott (S.R.); Corbett, Sandra (S.M.)
Subject: FW: Hot Issue on 2002 Escape allegedly stalling

Ken Powers

Escape/Tribute PVT Manager, KCAP
Ph: 816-459-1729; Fax: -1726

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

From: Goodhart II, Dennis (D.P.)
Sent: Monday, June 17, 2002 7:35 AM
To: Powers, Ken (K.W.)
Subject: FW: Hot Issue on 2002 Escape allegedly stalling

Ken-

I still have not heard from any of your counterparts on this.

Serve the customer. Serve the customer. Serve the customer.

Bernard Marcus C.E.O. Home Depot

Regards-

Dennis P. Goodhart II
Field Engineer, Pittsburgh Region

Ford Motor Company, FCSD

D/N 831-3122
Call: (440)796-5273
VM : (412)928-3122
Fax: (330)725-2329
e-mail: dgoodhar@ford.com

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

From: Goodhart II, Dennis (D.P.)
Sent: Tuesday, June 11, 2002 9:59 PM
To: Powers, Ken (K.W.)
Cc: Ozbolt, Thomas (T.W.)
Subject: Hot Issue on 2002 Escape allegedly stalling

Ken-

I have an issue here that I could use some help with. We have a customer in our market that was bought out of an Escape recently and put into this 2002 model. His original vehicle was required due to a verified stalling concern. He now has approx. 1500 miles on his new unit and is now complaining of the same stall. The stall is allegedly occurring on decel going down hill. To date the concern has not been verified by the dealership. The dealer has gone through TSB's 02-08-06 and 02-11-06 but replaced no parts because the concern has not been duplicated yet. Being as this may result in another buyback, I don't want them to replace parts (proving that there is a problem) unless those parts being replaced will prove to be a robust fix for the concern.

I spoke to the tech service hotline who advised of a revised DPFE sensor starting with part number "2F" or being marked with a white dot on top, and also they advised me of some possible issues of RFI getting into the MAF causing a stall. I am reluctant to replace parts without some assurance that it will fix the concern not having verified the concern on this particular vehicle yet. This is where I am looking to you for assistance. Is there anything coming down the pipe as to another fix for this concern. Can you recommend any repair procedures or parts replacements that should be a robust fix? If you have any recommendations I will gladly follow them to a "T", even without verifying the concern to try to prevent another buyback, I just need some reassurance that anything I do to the vehicle will prove to be robust. The customer has filed a DSB case and they will most likely buy it back without even sending it to the board for review based on the unfortunate history of this concern with this line, thus we have somewhat of a short timeframe to take action. Any help would be greatly appreciated. Thanks much in advance for your assistance. Here is the VIN number for you. 1FMYU04192KC99694.

Serve the customer. Serve the customer. Serve the customer.

Edward Marcus G.L.O. Home Depot

Regards-

Dennis P. Goodhart II
Field Engineer, Pittsburgh Region

Ford Motor Company, FCSD

D/N 831-3122

Cell: (440)798-5273

VM : (412)928-3122

Fax: (330)725-2328

e-mail: dgoodhar@ford.com

From: Sloan, Burt (B.E.)
Sent: Thursday, June 13, 2002 10:59 AM
To: Klarr, Jerry (G.T.); Fascetti, Bob (R.J.); Dakhlallah, Hassan (H.A.); 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.); Hansen, George (G.C.); Young, Dan (D.G.); Coffey, Dan (D.C.); Putney, Bill (W.); Kleiszewski, Mark (M.D.); King, Brian (B.M.); Mazzella, Gary (G.R.); Liller, David (D.J.); McIntee, Brian (B.E.); Gaynier, Larry (L.J.); Hife, Kevin (K.T.); Lewis, Marvin (M.A.); Turner, Donald (D.A.); Perlick, Don (D.A.); Gibeon, Patrick (P.W.); Crowley, Pat (P.J.); Kosko, Jeff (J.F.); Newman, Chris (C.W.); Delaroderie, Jim (J.A.); Dalbo, Bob (R.J.); Squires, Mark (D.M.); Wettach, Bill (B.); Bogema, John (P.); Mandziuk, Roger (R.S.)
Cc: Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.); Van Wiemeersch, John (J.R.)
Subject: Outfitters & Ranger Engine Hesitation/Surge, Stall, and No Start Affinity Team Meetings

**Outfitters & Ranger Affinity Team
Drivability
June 19, 2002
8:00 am to 9:30 am
TEE - Conference Rm 1**

Call In Phone Number: 9-1-877-877-7126
Participant Code: 6341969 #

June 19, 2002 Meeting Agenda:

- | | |
|--|--|
| 1) Throttle Body
Review Current Service Manual Diagnostic Procedures
Determine if a Service Manual amendment is required
once anerobic sealer is applied | Chris Newman
Jeff Kosko |
| 2) IAC
Discuss Returned Parts Analysis
Status of Better Diagnostics Procedure | Jim Delaroderie |
| 3) Non PCM PATe Investigation Status | Kevin Hille |
| 4) Ranger PS Switch Teeting Status on UP 207 | Sheila Ward |
| 5) U152 Stalls DOE, Report on follow up DOE preparations | Scott Sabin |
| 6) Engine Stalls Health Chart
Review populated Health Chart and discuss next steps | Team |
| 7) Review D03 Trend Charts | Burt Sloan |

June 12th Agreements & Assignments:

1) U152 Stalls DOE Additional Conclusions

Scott reviewed the DOE results. He showed the Fuel Pump Pressure has the biggest impact. He also stated Throttle Body and MAF Delay are not significant contributors to stalls. Scott is having the fuel pumps flowed to ensure they are still representative. Scott is preparing a DOE to clarify his results and confounding. We agreed on new parameters.

2) Engine Stalls Health Chart

Agreed purpose is both a management reporting tool, and a working document. Agreed the proposed format accomplishes those purposes. Distributed format to Bob's calibrators to populate. Results will be returned to Hassan by Tues 6/18/02 noon.

From: ESCAPE-CENTRAL Mailer [escape_facts@yahoo.com]
Sent: Thursday, June 13, 2002 4:31 PM
To: gfournal@ford.com
Subject: HELP!!!! - I can't avoid the stalling problem!!!!

Gilbert,

This is a message from justagirl (mailto:jmeridet@ford.com) from the
ESCAPE-CENTRAL (<http://www.escape-central.com/lforum/>).

The message is as follows:

I thought you might be interested in reading this web page:
<http://www.escape-central.com/lforum/showthread.php?threadid=2804&referrerid=1626>

From,
Jennifer Merideth

ESCAPE-CENTRAL takes no responsibility for messages sent through its
bulletin board systems.

From: Dalbo, Bob (R.J.)
Sent: Tuesday, June 11, 2002 6:13 PM
To: Andrew Woodings; Eric Klostermann; Gilbert Fournelle; Hockaday Jr., John (J.C.); John Bogerna; John Matessa; Mikota, Dennis (D.P.); Muriel Sanders; Robert Hurley; Roger Mandziuk
Subject: FW: 05MY AP2 no-Crank issue at DTC WT facility
Importance: High

Crank Issue at 0F.

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: Sjolander, Christopher (C.T.)
Sent: Tuesday, June 11, 2002 12:05 PM
To: Mohammed, Noorulla (N.S.); Nematollahi, Sonya (S.); Bogerna, John (P.)
Cc: Gokhale, Ranuka (R.V.); Medhevar, Ranganathan (R.); Lindbauer, Kenneth (K.J.); Amenda, Harry (H.F.); Maxwell, Jerry (J.F.); Ohland, Jon (J.E.); Bodnar, Les (L.R.); Barham, Berhan (B.); Botterberg, John (J.A.); Uhrman, James (J.R.); Irby, Michael (M.J.); Liu, Sean (S.S.); jnrublak@lear.com; Amro, Zaid (Z.); Dalbo, Bob (R.J.); Berry, Reg (R.L.); Bodjack, Scott (S.A.); Jayne Hall (E-mail)
Subject: RE: 05MY AP2 no-Crank issue at DTC WT facility
Importance: High

Noorulla,

Thanks for summarizing your experience.

Team,

ISSUE HISTORY

Monday 6/3/02: vehicle 566H373 was to run heater performance test. Test condition is 0 degree F. The vehicle was soaked at 0F from Friday (5/31/02) until test time. Upon start of the test, no crank condition existed. DTF technicians valiantly tried to correct the issue with no success. Thankfully we were able to obtain another test slot for 6/10/02. The attached email contains last weeks discussion string.

RE: ACTION REQ:
Need Assistance...

Discussion of this issue resulted in EESE recommending that the battery be replaced. That was done 2 hours prior to the test on 6/10/02. The no crank condition still existed. I requested that EESE support the testing. Noorulla, Mike Borowaki (Lear), and myself worked on the vehicle for 6 hours with no positive result (see Noorulla's comments below).

After determining that the test was not going to happen, we brought the chamber up to ~43F. The vehicle cranked and eventually had a very hard start. It did stall several times, but eventually ran normally.

REQUEST FOR ASSISTANCE

Jayne Hall (DTF): Is it possible to get that vehicle into a soak room at 0F for trouble shooting? Would you require another test request? Please let me know the options.

EESE: What are my options for getting the suspected components replaced? Does this vehicle require

more troubleshooting?

Calibration: The vehicle was extremely difficult to start at 43F. Please confirm that the strategy is correct in this vehicle. John B. did replace the PCM and re-pin the cooling fans while I was in tunnel 4 on 5/28/02. Could there be similar issue?

I think all trouble shooting should be done at the original conditions. Has anyone else had issues at low temp? Hopefully this is a single vehicle problem.

All support is greatly appreciated.

Please advise.

Chris Sjolander
U204 Climate Control Systems
(313)206-2931
PDC 2D-P38

—Original Message—

From: Mohamed, Moorjila (M.S.)
Sent: Tuesday, June 11, 2002 9:48 AM
To: Nematollahi, Sonya (S.)
Cc: Gokhale, Renuka (R.V.); Madhavan, Ranganathan (R.); Sjolander, Christopher (C.T.); Lindbauer, Kenneth (K.J.); Amenda, Harry (H.F.); Maxwell, Jerry (J.F.); Ohland, Jon (J.E.); Bodnar, Les (L.R.); Berhanu, Berhan (B.); Bottenberg, John (J.A.); Uhlman, James (J.R.); Irby, Michael (M.J.); Liu, Sean (S.S.); jhrubiatek@clear.com; Amro, Zaid (Z.)
Subject: OSMY AP2 no-Crank issue at DTC WT facility

Hi all,

Firstly, I must apologize to Chris for the delay in attending to request to look into his problem yesterday. I was caught up with packaging guys at PDC to find resolution plan to clear the Air duct interference issue with Steering pressure line.

Here is what I found trying to narrow down to the root cause of no-crank issue on the subject vehicle

OBSERVATIONS:

- Testing out health of powers supply & cranking system:
Battery was new, fully charged. Tested no-load Battery terminal voltage at 0F to be 12.5-12.6V. Perfectly ok at that temperature
- With ignition key in start position, heard no crank sound; however heard a continuous/intermittent creeping sound(Crrrrr....) emanating from the starter location; sometimes did not go away even after getting the key to "RUN" position.

TESTING FOR NARROWING DOWN TO ROOT CAUSE:

- Ruling out starter as "culprit":

Provided direct power feed to the "s" terminal of the solenoid from the Battery + terminal post; Cranks perfectly

This effectively ruled out any power supply related problem for the root cause

- The next test focused on any loose/ Intermittent contact conditions that may be the root cause:
 - Checked out resistance values from "S" terminal to the associated relay socket terminal circuit; Found abnormal value at 50-60 ohms at 0F
 - Proving out root cause region to "S" terminal circuit:
 - Prepared a over lay wire to bypass the existing "S" solenoid circuit power feed, through the

associated relay & tried to crank. Cranks perfectly.
Therefore, there is a condition created due to very cold condition causing loosening of contact/s to create higher resistance denying enough power to the starter "S" terminal to effectively engage the solenoid.

- That Creeping sound!! at "Run" position of ignition switch:

This sound was indicator of another problem surfacing at the low temperature!! Whenever that sound exists, the "S" terminal power feed relay is

getting continuous power even at the "Run" switch position instead of at "Start" position. This should have precipitated a non-stop crank at the "Run"

position itself if the "S" terminal had normal resistance value, but did not because of the first problem of high resistance in the "S" circuit.

This was proven out with bypass wire to "S" power feed circuit through the relay wherein, the starter keeps cranking even at "RUN" position.

- The vehicle was brought up to elevated temperature to test out cranking; all fault conditions vanished!! The vehicle was perfectly OK!

MY OWN CONCLUSION:

- The subject vehicles develops two Electrical fault conditions at very low (0 F here) temperature which are both EDS related:

- 1) Increased resistance in "S" terminal starter circuit
- 2) "S" terminal relay getting power feed at "RUN" switch position.

Increased resistance in the "S" starter terminal circuit due to, at this time I will just speculate a root cause as differential expansion phenomenon of metal terminals laced with dissimilar metals causing contact to distort (at very low temp) to the extent precipitating loose connection, as in the first case or cause terminals to bend over to create cross over intermittent contact at very tightly spaced terminals as with the second case.

We need to put more of the 05 AP#s, may be even some production vehicles to rigorous test!!

Thanks

Regards,

Noorulla Mohammed

Bld # 5, Dept T 402, Cube 2E109

Phone# : (313)337-6637

Subject: FW: Escape Stalling Issue
Location: ESE FPS 400 WEST (12)

Start: Wed 6/12/2002 10:00 AM
End: Wed 6/12/2002 11:00 AM
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Required Attendees: Plaud, Zaida (Z.); Dalbo, Bob (R.J.)

Bob,

do you know what this meeting is about/ for?

—Original Appointment—

From: Plaud, Zaida (Z.)
Sent: Friday, June 07, 2002 3:26 PM
To: Plaud, Zaida (Z.); Dalbo, Bob (R.J.); Fournelle, Gilbert (G.); Sanders, Muriel (M.S.); Kostermann, Eric (E.); Bhojwani, Kamal (K.); Williams, Les (LHW.); Bauer, Scott (S.C.); Souchock, Peter (P.D.)
Cc: Plaud, Zaida (Z.)
Subject: Escape Stalling Issue
When: Wednesday, June 12, 2002 10:00 AM-11:00 AM (GMT-05:00) Eastern Time (US & Canada).
Where: ESE FPS 400 WEST (12)

From: Dalbo, Bob (R.J.)
Sent: Tuesday, May 28, 2002 12:48 PM
To: Schuman, Howard (H.G.)
Cc: Gilbert Fournelle; Robert Hurley
Subject: RE: 2003 U204 ISC Calibration Question

Howard,

We found that the latest 1L8E-AA IACVs flow somewhat less at duty cycles below 40% than the YF1E-AB. We did make a calibration change to open up our MAFS feedback to accomodate this difference and we did not release the 1L8E-AA for service because of this flow difference, which is near our idle duty cycle, due to stalling concerns.

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: Schuman, Howard (H.G.)
Sent: Friday, May 24, 2002 10:02 AM
To: Dalbo, Bob (R.J.)
Subject: 2003 U204 ISC Calibration Question

Bob,

The 2003 U204 will use the 1L8E-9F715-AA ISC valve. The same change will occur on Mazda's 3.0L MPV.

Mazda would like to know if Ford will change the U204 calibration U204 when the ISC valve changes. Bill Wettach (and Hitachi) say the flow rates are carryover (YF1E-9F715-AB), but I thought I'd check with you to verify calibration transparency.

Thanks,

Howard Schuman
MPV Duratec Engine Systems
Phone (313) 594-6662
Fax (313) 594-7323

From: Sloan, Burt (B.E.)
Sent: Thursday, May 23, 2002 7:05 PM
To: Karr, Jerry (G.T.); Fascetti, Bob (R.J.); Dakhallah, Hassan (H.A.); Dennis, Matt (M.A.); Ward, Sheila (S.A.); Whitehead, Joe (J.P.); Fournelle, Gilbert (G.); Boyk, Greg (G.J.); Adams, Kerry (K.N.); Malkovich, Dale (D.M.); Sabin, Scott (S.M.); Hansen, George (G.C.); Young, Dan (D.G.); Coffey, Dan (D.C.); Putney, Bill (W.); Kielazowski, Mark (M.D.); King, Brian (B.M.); Mazzella, Gary (G.R.); Lifer, David (D.J.); McIntee, Brian (B.E.); Gaynier, Larry (L.J.); Hille, Kevin (K.T.); Lewis, Marvin (M.A.); Turner, Donald (D.A.); Perlick, Don (D.A.); Gibson, Patrick (P.W.); Crowley, Pat (P.J.); Kosko, Jeff (J.R.); Newman, Chris (C.W.); Delaroderie, Jim (J.A.); Dalbo, Bob (R.J.); Squires, Mark (D.M.); Wettach, Bill (B.); Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.); Van Wiemeersch, John (J.R.)
Cc:
Subject: Outfitters & Ranger Engine Hesitation/Surge, Stall, and No Start Affinity Team Meetings

**Outfitters & Ranger Affinity Team
Drivability
May 29, 2002
8:00 am to 9:30 am
TEE - Conference Rm 1**

Call In Phone Number: 9-1-877-877-7126
Participant Code: 6341969 #

May 29, 2002 Meeting Agenda:

- | | |
|--|-------------------------------|
| 1) U204 Escape Stalls Strategy Discussion | Fascetti, Hansen
Fournelle |
| 2) U152 Stalls DOE Additional Conclusions | Scott Sabin |
| 3) No Start PCM 6 Sigma Project status | Pat Gibson,
Kevin Hille |
| 4) Hard Start investigation, Dealership Visit Status
IAC Warranty / Parts Review Status | Greg Boyk,
Jim Delaroderie |
| 5) Throttle Body Anaerobic Sealer CR status | Pat Crowley
Jeff Kosko |

May 22nd Agreements & Assignments:

- 1) Discuss D36 Hes / Surge & D21 Stalls Warranty Charts
Burt Sloan provided AWS charts that showed the U152 Stalls Improved after the R15 release
These charts also showed that the Escape Stalls was the next biggest issue. A Pareto chart suggests the Escape stall issue is due to failure of a relay
- 2) U152 Stalls DOE Preliminary Conclusions
Scott Sabin provided results from one of the DOE tests, measurements at minimum engine speed.

These results showed Fuel Flow has the largest impact on stalls, with Calibration second. MAF voltage was 3rd and the Interaction between IAC and Throttle Body came in forth. Scott is still calculating the results of the other tests for presentation at future meetings.

3) UP207 Toyota Air Valve addition

We are currently preparing a vehicle for testing of the Toyota Air Valve

There was a general concurrence that the overall cost of putting in the Toyota Air Valve would be similar to the other PS load sensors due to costs for other changes to the vehicle to implement it.

From: Fournelle, Gilbert (G.)
Sent: Tuesday, May 21, 2002 11:20 AM
To: Khalil, Imran (I.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: 3.0L U204 CALVIN ADS sys configuration

We cannot spare these vehicles for a couple of days. Current testing is ongoing at APTL. I would have to cancel tests in order to bring the vehicles to ISA. I can drop 1 vehicle of for 1-2 days for you to do some testing but I cannot leave all of them (3 are currently in APTL for shed and emissions tests).

Sincerely,

Gilbert Fournelle

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

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

From: Khalil, Imran (I.)
Sent: Tuesday, May 21, 2002 10:45 AM
To: Fournelle, Gilbert (G.)
Cc: Palandino, Mike (M.P.); Plezak, John (J.W.); Dalbo, Bob (R.J.)
Subject: RE: 3.0L U204 CALVIN ADS sys configuration

Gilbert,

is it possible to bring your 5 vehicles on May 28th to ISA at 15403 Commerce Dr. south. We are expecting that each vehicle should have CALVIN Green Dot system installed as you planning to take to Denver trip with laptops and strategy files . We will do a one-to-one swap on each of them and test at least for 5 hr each vehicle.

It's up to you to bring 2-3 per day or drop all of them on May 28th, we have to keep them for couple of days to test.

Regards,

Imran Khalil

*Calibration Tools Systems & Support Engineer
R&VT-Caps, Algorithm Design Engineering & Process Tools
Software Electronics Support Section*

Ford Motor Company
Powertrain Operations Engine Engineering
21500 Oakwood Blvd.
Mail Drop: 74, Cube EW157
Dearborn, MI 48121
Phone: 313-39-04192
Fax: 313-24-88490
Text page: ikhalil
Numeric Page: 1-800-page-mcl(724-3624)
Pin #: 1596076

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

From: Fournelle, Gilbert (G.)

From: Tuesday, May 14, 2002 12:19 PM
To: Khalil, Imran (I.)
Cc: Felandino, Mike (M.P.); Platak, John (J.W.); Dalbo, Bob (R.J.)
Subject: RE: 3.0L U204 CALVIN ADS sys configuration

All 5 vehicles are black Oak based. We will need the systems the first week of June (June 3rd), in order to make our Denver test trip timing. The sooner they are available, the better. Currently we are moving ADS modules between vehicles in the test lab, since we only have 2 available.

Sincerely,

Gilbert Fournelle

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

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

From: Khalil, Imran (I.)
Sent: Tuesday, May 14, 2002 11:38 AM
To: Fournelle, Gilbert (G.)
Cc: Felandino, Mike (M.P.); Platak, John (J.W.); Khalil, Imran (I.)
Subject: RE: 3.0L U204 CALVIN ADS sys configuration
Importance: High

Gilbert,

Are all 5 vehicles EEC based? and when you need these 5 CALVIN system be installed in your Vehicles?
Imran Khalil

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

From: Fournelle, Gilbert (G.)
Sent: Wednesday, May 08, 2002 4:14 PM
To: Khalil, Imran (I.)
Cc: Matesa, John (J.); Dalbo, Bob (R.J.); Platak, John (J.W.)
Subject: RE: 3.0L U204 CALVIN ADS Updates to fix USB Errors

All five units will be installed in calibration vehicles as soon as they are available. Our analog configuration is one pod per system for all vehicles. I will stop by tomorrow to pick up the one temporary unit.

Sincerely,

Gilbert Fournelle

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

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

From: Khalil, Imran (I.)
Sent: Wednesday, May 08, 2002 11:19 AM
To: Fournelle, Gilbert (G.)
Cc: Matesa, John (J.); Dalbo, Bob (R.J.); Platak, John (J.W.)
Subject: RE: 3.0L U204 CALVIN ADS Updates to fix USB Errors

Gilbert,

I would like to know how many Calvin units need to be installed in vehicles out of 5 units. The reason I am asking is we have to provide an USB isolator and appropriate primary cable for units going to be installed, for backup units we don't have to.

And also what is your analog configuration i.e. one pod or two pods per system?

Regards,

Imran Khaili

*Calibration Tools Systems & Support Engineer
R&VT-Cape, Algorithm Design Engineering & Process Tools
Software Electronics Support Section*

Ford Motor Company

**Powertrain Operations Engine Engineering
21500 Oakwood Blvd.
Mail Drop: 74, Cube EW157
Dearborn, MI 48121
Phone: 313-39-04192
Fax: 313-24-88430
Text page: ikhaili
Numeric Page: 1-800-page-mck(724-3624)
Pin #: 1596076**

---Original Message---

From: Dalbo, Bob (R.L.)
Sent: Tuesday, May 07, 2002 11:27 AM
To: Khaili, Imran (I.); Platak, John (J.W.)
Cc: John Matosa; Gilbert Fournelle
Subject: 3.0L U204 CALVIN ADS Updates to fix USB Errors

John,

We need to have 5 ADS units updated by June 1 to support a mid-June Denver trip and the DTF work that precedes it.

We need 5 additional units updated by July 1 to support an early August APG trip and DTF work that will precede the trip.

Can you support this?

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: Tuesday, May 21, 2002 5:20 PM
To: Gilbert Fournelle
Subject: FW: EMC testing of 3.0L Escape

Looks like the EMC testing is proceeding.

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: Kwon, Soon (S.K.)
Sent: Monday, May 20, 2002 1:19 PM
To: King II, Lamar (L.L.); Dalbo, Bob (R.J.); Austin, James (J.K.); Holt, Peter (P.)
Cc: Corbett, Sandra (S.M.); Hofman, Michael (M.V.); Pascetti, Bob (R.J.)
Subject: FW: EMC testing of 3.0L Escape

Looks like Motorola DPFE passed EMC test for both Zetec and Duratec.
Report forthcoming.

Regards,
Soon Kwon
Escape/Tribute P/T OPD Supervisor
Compact Utility PTSE, TVC
2FB39, MD 405, PDC Dearborn 48126
Phone (313) 322-6844, Fax
Pager (313) 795-1536, email: skwon@ford.com

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

From: Diez, Timothy (T.P.)
Sent: Monday, May 20, 2002 1:13 PM
To: Williamson, David (D.K.)
Cc: Bodnar, Les (L.R.); Nematollahi, Sonya (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Kwon, Soon (S.K.); Diez, Timothy (T.P.)
Subject: RE: EMC testing of 3.0L Escape

Testing is 98% complete. DPFE is complete on the V6 308W330. No issues were found. The 2% testing that is going to be complete this week deals with the engine stall issue due to the IAC at frequencies from 6-12MHz and 20-25 MHz. The new REC resolved the issue for the 20-25 MHz band. Confidence is high that it will resolve the issue for 6-12 MHz.

Sincerely,
Timothy Diez
Cross Vehicle EMC Technology Applications
313-32-39927, Fax: 313-322-1892

e-mail: tdiez@ford.com

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

From: Williamson, David (D.E.)
Sent: Monday, May 20, 2002 1:07 PM
To: Diez, Timothy (T.P.)
Cc: Bodnar, Les (L.R.); Nematollahi, Sonya (S.); Gokhale, Renuka (R.V.);
Grimes, Jeff (J.R.); Corbett, Sandra (S.M.); Kwon, Soon (S.K.)
Subject: RE: EMC testing of 3.0L Escape
Importance: High

Are we on track? Reports for us today?

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

From: Diez, Timothy (T.P.)
Sent: Tuesday, May 14, 2002 2:02 PM
To: Williamson, David (D.E.); Grimes, Jeff (J.R.)
Cc: Bodnar, Les (L.R.); Nematollahi, Sonya (S.); Gokhale, Renuka (R.V.)
Subject: RE: EMC testing of 3.0L Escape

Team,

The 3.0L Escape is not scheduled to go in until sometime Thursday. It is anticipated to be complete sometime Monday morning. I will report the result then. Thanks.

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

From: Williamson, David (D.E.)
To: Grimes, Jeff (J.R.)
Cc: Diez, Timothy (T.P.)
Sent: 5/14/02 11:15 AM
Subject: RE: EMC testing of 3.0L Escape

Tim Diez said Zetec passed EMC (Brad's going out to sign off & pick up vehicles). He's scheduling chamber time for Duratec Wednesday. Hopefully we can have reports Thursday.

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

> From: Grimes, Jeff (J.R.)
> Sent: Tuesday, May 14, 2002 11:11 AM
> To: Williamson, David (D.E.)
> Subject: FW: EMC testing of 3.0L Escape
>
> Any updates?
>
> Jeff R.Grimes
> Duratec Engine Programs
> Ph: (313) 32-25237 Fax: (313) 59-47323
> email: jgrimes1@ford.com
>

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

> From: Jensen, Ted (T.E.)
> Sent: Tuesday, May 14, 2002 8:45 AM
> To: Grimes, Jeff (J.R.)
> Subject: EMC testing of 3.0L Escape
>

>Jeff,

>

>What is the present status of the EMC evaluation of the 3.0L Escape?

>Did a new wiring harness eliminate stalling?

>Bill Wettach has been attempting to contact Tim Diez to use/provide an

>independent driver for the IAC to determine if EM radiation degrades

>valve performance. Bill tells me that he did this exercise recently

>with a Mustang group. When the valve was connected to the independent

>driver there was no loss of valve function.

>

>Best Regards,

>

>Ted Jensen

>

>Trescott E. Jensen, Ph.D.

>6-Sigma Black Belt

>Staff Technical Specialist

>Chemical Engineering Department

>Ford Research Laboratory

>

>U.S. Mail / Internal Mail:

Fed Ex & Other Delivery

>Services:

>Ford Research Laboratory

Receiving R SRL Room 1317

>SRL / MD-3179

2101 Village Road

>2101 Village Road

Dearborn, MI 48124

>Dearborn, MI 48121-2053

>

>Phone: (313) 322-4598

>FAX: (313) 621-0646

>E-Mail: tjensen2@ford.com <<mailto:tjensen2@ford.com>>

>

>

From: Fournelle, Gilbert (G.)
Sent: Monday, May 13, 2002 12:20 PM
To: Hale, Tony (A.S.)
Subject: RE: PCV hose connection on cam cover of batch 1 engines

I will be here till - 4:00pm. My desk is at 1AE-27 (2 cubes past Bob Dalbo).

Gilbert Fournelle

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

—Original Message—

From: Hale, Tony (A.S.)
Sent: Monday, May 13, 2002 11:55 AM
To: Fournelle, Gilbert (G.)
Subject: RE: PCV hose connection on cam cover of batch 1-engines

Will you be available around 3 or 3:15?

Tony Hale
U204 Duratec Systems Engineer
1-313-248-8482
Ahale7@ford.com

—Original Message—

From: Fournelle, Gilbert (G.)
Sent: Monday, May 13, 2002 10:56 AM
To: Hale, Tony (A.S.)
Cc: Dalbo, Bob (R.L.); Grimes, Jeff (J.R.)
Subject: FW: PCV hose connection on cam cover of batch 1 engines

Tony,

Can you come look at our vehicles in the TEE building and decide on an appropriate course of action as soon as possible. There is a hard interference between the PCV system and the radiator hose, whatever the cause may be. If any tweaking is necessary, it will have to be done on all prototype vehicles which have been built.

Thanks,

Gilbert Fournelle

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

—Original Message—

From: Hale, Tony (A.S.)
Sent: Monday, May 13, 2002 10:47 AM
To: Fournelle, Gilbert (G.)
Cc: Grimes, Jeff (J.R.); Yeung, Lem (.)
Subject: RE: PCV hose connection on cam cover of batch 1 engines

Gilbert,

You are mistaken. The Rad hose is C/O. The PCV hose is C/O. The cam covers is the only change. The

cam covers are a hard point that I cannot change. Therefore, the PCV hose must attach at that point, and I cannot change it. So, the Rad hose is the only soft point. So, punch or drill a whole in the cowl, so it can be attached further. It is the only option available that I can see. That is for the rubbing issue.

For the loose fit, this I do not understand. The nipple meets current production specs. The PCV closure hose is current production. They should mate perfectly. Regardless, if it is loose, I would suggest a clamp. We have no new hose designed to fit it, nor plans to design a new hose for it. Our production design is different.

Tony Hale
U204 Duratec Systems Engineer
1-313-248-8482
Ahale7@ford.com

-----Original Message-----
From: Grimes, Jeff (J.R.)
Sent: Monday, May 13, 2002 8:51 AM
To: Yeung, Lam (.); Hale, Tony (A.S.)
Subject: FW: PCV hose connection on cam cover of batch 1 engines

Please address...

Jeff R. Grimes
Duratec Engine Programs
Ph: (313) 32-25237 Fax: (313) 59-47323
email: jgrimes1@ford.com

-----Original Message-----
From: Fournelle, Gilbert (G.)
Sent: Monday, May 13, 2002 8:34 AM
To: Grimes, Jeff (J.R.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: PCV hose connection on cam cover of batch 1 engines

Jeff,

I cannot move the RAD hose. It attaches with a clip to the sheet metal. The PCV system which came with the batch 1 engine is not a carryover system. When the engines were updated, the PCV system was also updated. This is indeed a separate issue from the bad quick connects.

Please feel free to take a look at our vehicles at the TEE building at your convenience.

Thanks,

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: Monday, May 13, 2002 8:29 AM
To: Fournelle, Gilbert (G.)
Subject: RE: PCV hose connection on cam cover of batch 1 engines

Can you move the RAD hose? As I understand it those vehicles have carryover PCV systems...

Also, I am assuming this is a SEPARATE issue from the bad quick connect manifolds being investigated, correct?

Jeff R. Grimes

Duratec Engine Programs

Ph: (313) 32-25237 Fax: (313) 59-47323

email: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

---Original Message---

From: Fournelle, Gilbert (G.)

Sent: Thursday, May 09, 2002 11:17 AM

To: Grimes, Jeff (J.R.)

Cc: Dalbo, Bob (R.J.)

Subject: PCV hose connection on cam cover of batch 1 engines

Jeff,

We are having issues with connection of the PCV hose on the bank 2 cam cover.

The hose is rubbing against the radiator hose and is becoming completely disconnected. The hose only fits loosely on the cam cover and is not secured in any way.

In addition, during APTL testing, I saw almost 2 air/fuel ratio's difference of during a cold start, with the hose connected and disconnected.

We have currently installed a hose clamp on all our vehicles with batch 1 engines, and it is imperative that everyone with a batch one engine does so. This issue should be addressed as soon as possible.

Sincerely,

Gilbert Fournelle

V6 U204 Calibration Engineering

1AE27 Truck Engine Engineering (TEE)

Phone:(313)3904968 Fax:(313)3231786

From: Khalil, Imran (I.)
Sent: Tuesday, May 14, 2002 11:38 AM
To: Fournelle, Gilbert (G.)
Cc: Felandino, Mike (M.P.); Platak, John (J.W.); Khalil, Imran (I.)
Subject: RE: 3.0L U204 CALVIN ADS eye configuration

Importance: High

Gilbert,

Are all 5 vehicles EEC based? and when you need these 5 CALVIN system be installed in your Vehicles?
Imran Khalil

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

From: Fournelle, Gilbert (G.)
Sent: Wednesday, May 08, 2002 4:14 PM
To: Khalil, Imran (I.)
Cc: Matesa, John (J.); Dalbo, Bob (R.J.); Platak, John (J.W.)
Subject: RE: 3.0L U204 CALVIN ADS Updates to fix USB Errors

All five units will be installed in calibration vehicles as soon as they are available. Our analog configuration is one pod per system for all vehicles. I will stop by tomorrow to pick up the one temporary unit.

Sincerely,

Gilbert Fournelle

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

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

From: Khalil, Imran (I.)
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To: Fournelle, Gilbert (G.)
Cc: Matesa, John (J.); Dalbo, Bob (R.J.); Platak, John (J.W.)
Subject: RE: 3.0L U204 CALVIN ADS Updates to fix USB Errors

Gilbert,

I would like to know how many Calvin units need to be installed in vehicles out of 5 units. The reason I am asking is we have to provide an USB isolator and appropriate primary cable for units going to be installed, for backup units we don't have to.

And also what is your analog configuration i.e. one pod or two pods per system?

Regards,

Imran Khalil

Calibration Tools Systems & Support Engineer
RAVT-Caps, Algorithm Design Engineering & Process Tools
Software Electronics Support Section

Ford Motor Company
Powertrain Operations Engine Engineering
21500 Oakwood Blvd.
Mail Drop: 74, Cube EW157
Dearborn, MI 48121

Phone: 313-39-04192
Fax: 313-24-86490
Text page: ikhahl
Numeric Page: 1-800-page-mcl(724-3624)
Pin #: 1596076

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Tuesday, May 07, 2002 11:27 AM
To: Kheil, Imran (I.); Platak, John (J.W.)
Cc: John Matesa; Gilbert Fournelle
Subject: 3.0L U204 CALVIN ADS Updates to fix USB Errors

John,

We need to have 5 ADS units updated by June 1 to support a mid-June Denver trip and the DTF work that precedes it.

We need 5 additional units updated by July 1 to support an early August APG trip and DTF work that will precede the trip.

Can you support 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: Fournelle, Gilbert (G.)
Sent: Tuesday, May 14, 2002 12:19 PM
To: Khalil, Imran (I.)
Cc: Falandino, Mike (M.P.); Piatek, John (J.W.); Dalbo, Bob (R.J.)
Subject: RE: 3.0L U204 CALVIN ADS sys configuration

All 5 vehicles are black Oak based. We will need the systems the first week of June (June 3 rd), in order to make our Denver test trip timing. The sooner they are available, the better. Currently we are moving ADS modules between vehicles in the test lab, since we only have 2 available.

Sincerely,

Gilbert Fournelle

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

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

From: Khalil, Imran (I.)
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To: Fournelle, Gilbert (G.)
Cc: Falandino, Mike (M.P.); Piatek, John (J.W.); Khalil, Imran (I.)
Subject: RE: 3.0L U204 CALVIN ADS sys configuration
Importance: High

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Subject: RE: 3.0L U204 CALVIN ADS Updates to fix USB Errors

All five units will be installed in calibration vehicles as soon as they are available. Our analog configuration is one pod per system for all vehicles. I will stop by tomorrow to pick up the one temporary unit.

Sincerely,

Gilbert Fournelle

V6 U204 Calibration Engineering
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Phone:(313)3904968 Fax:(313)3231786

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Imran Khalil

*Calibration Tools Systems & Support Engineer
R&VT-Caps, Algorithm Design Engineering & Process Tools
Software Electronics Support Section*

Ford Motor Company
Powertrain Operations Engine Engineering
21500 Oakwood Blvd.
Mail Drop: 74, Cube EW157
Dearborn, MI 48121
Phone: 313-39-04192
Fax: 313-24-88430
Text page: ikhalil
Numeric Page: 1-800-page-mci(724-3824)
Pin #: 1596078

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Tuesday, May 07, 2002 11:27 AM
To: Khalil, Imran (I.); Pataak, John (J.W.)
Cc: John Matasa; Gilbert Fournelle
Subject: 3.0L U204 CALVIN ADS Updates to fix USB Errors

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Can you support this?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-31788
Pager: (313) 786-2859 Email: rdalbo@ford.com

From: Hale, Tony (A.S.)
Sent: Monday, May 13, 2002 10:47 AM
To: Fournelle, Gilbert (G.)
Co: Grimes, Jeff (J.R.); Yeung, Lem (.)
Subject: RE: PCV hose connection on cam cover of batch 1 engines

Gilbert,

You are mistaken. The Rad hose is C/O. The PCV hose is C/O. The cam covers is the only change. The cam covers are a hard point that I cannot change. Therefore, the PCV hose must attach at that point, and I cannot change it. So, the Rad hose is the only soft point. So, punch or drill a hole in the cowl, so it can be attached further. It is the only option available that I can see. That is for the rubbing issue.

For the loose fit, this I do not understand. The nipple meets current production specs. The PCV closure hose is current roduction. They should mate perfectly. Regardless, if it is loose, I would suggest a clamp. We have no new hose designed to fit it, nor plans to design a new hose for it. Our production design is different.

Tony Hale
U204 Duratec Systems Engineer
1-313-248-8482
Ahale7@ford.com

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

From: Grimes, Jeff (J.R.)
Sent: Monday, May 13, 2002 8:51 AM
To: Yeung, Lem (.); Hale, Tony (A.S.)
Subject: FW: PCV hose connection on cam cover of batch 1 engines

Please address...

Jeff R.Grimes
Duratec Engine Programs
Ph: (313) 32-25237 Fax: (313) 59-47323
email: jgrimes1@ford.com

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

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Sent: Monday, May 13, 2002 8:34 AM
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Cc: Dalbo, Bob (R.J.)
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Please feel free to take a look at our vehicles at the TEE building at your convenience.

Thanks,

Gilbert Fournelle

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

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Jeff R.Grimes

Duratac Engine Programs

Ph: (313) 32-25237 Fax: (313) 59-47323

email: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

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We have currently installed a hose clamp on all our vehicles with batch 1 engines, and it is imperative that everyone with a batch one engine does so. This issue should be addressed as soon as possible.

Sincerely,

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

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Phone:(313)3904968 Fax:(313)3231786

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1-313-248-8482
Ahale7@ford.com

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Duratec Engine Programs
Ph: (313) 32-25237 Fax: (313) 59-47323

email: jgrimes1@ford.com

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V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3291788

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Jeff R.Grimes

Duratec Engine Programs

Ph: (313) 32-25237 Fax: (313) 59-47323

email: jgrimes1@ford.com <<mailto:jgrimes1@ford.com>>

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Sincerely,

Gilbert Fournelle

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

From: Sloan, Burt (B.E.)
Sent: Friday, May 10, 2002 11:14 AM
To: Klarr, Jerry (G.T.); Faacetti, Bob (R.J.); Daldjalil, Hassan (H.A.); 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.); Hansen, George (G.C.); Young, Dan (D.G.); Coffey, Dan (D.C.); Putney, Bill (W.); Kellazewski, Mark (M.D.); King, Brian (B.M.); Mazzella, Gary (G.R.); Liller, David (D.J.); McIntee, Brian (B.E.); Gaynier, Larry (L.J.); Hille, Kevin (K.T.); Lewis, Marvin (M.A.); Turner, Donald (D.A.); Perlick, Don (D.A.); Gibson, Patrick (P.W.); Crowley, Pat (P.J.); Kosko, Jeff (J.R.); Newman, Chris (C.W.); Delaroderie, Jim (J.A.); Dalbo, Bob (R.J.); Squires, Mark (D.M.)
Cc: Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.); Van Wierneerch, John (J.R.)
Subject: Outfitters & Ranger Engine Hesitation/Surge, Stall, and No Start Affinity Team Meetings

**Outfitters & Ranger Affinity Team
Drivability
May 15, 2002
8:00 am to 9:30 am
TEE - Conference Rm 1**

Call In Phone Number: 9-1-877-877-7126
Participant Code: 6341969 #

May 15, 2002 Meeting Agenda:

- | | |
|--|-------------------------------|
| 1) U152 Stalls DOE Conclusions | Scott Sabin |
| 2) No Start PCM 6 Sigma Project status | Pat Gibson,
Kevin Hille |
| 3) Hard Start investigation, Dealership Visit Status
IAC Warranty / Parts Review Status | Greg Boyk,
Jim Delaroderie |
| 4) Throttle Body Anaerobic Sealer CR status | Pat Crowley
Jeff Kosko |

May 8th Agreements & Assignments:

- | | |
|-------------------------------|---|
| No Start PCM 6 Sigma | Provided results of Returned Parts Analysis |
| U152 D21 No Stalls | DOE testing has been completed 4/25/02.
Analysis of results is expected 5/15/02. |
| Throttle Body Break Off Screw | Pat Crowley is still looking for Cost & Timing from Visteon |
| Outfitters D21 Engine Stalls | Team developed Cause & Effect Matrix |

From: Grimes, Jeff (J.R.)
Sent: Monday, May 13, 2002 8:29 AM
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Subject: RE: PCV hose connection on cam cover of batch 1 engines

Can you move the RAD hose? As I understand it those vehicles have carryover PCV systems...

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Jeff R. Grimes

Duratec Engine Programs

Ph: (313) 32-25237 Fax: (313) 59-47323

email: jgrimes1@ford.com

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Cc: Dalbo, Bob (R.J.)
Subject: PCV hose connection on cam cover of batch 1 engines

Jeff,

We are having issues with connection of the PCV hose on the bank 2 cam cover.

The hose is rubbing against the radiator hose and is becoming completely disconnected. The hose only fits loosely on the cam cover and is not secured in any way.

In addition, during APTL testing, I saw almost 2 air/fuel ratio's difference of during a cold start, with the hose connected and disconnected.

We have currently installed a hose clamp on all our vehicles with batch 1 engines, and it is imperative that everyone with a batch one engine does so. This issue should be addressed as soon as possible.

Sincerely,

Gilbert Fournelle

V6 U204 Calibration Engineering

1AE27 Truck Engine Engineering (TEE)

Phone:(313)3904968 Fax:(313)3231786

From: Fournelle, Gilbert (G.)
Sent: Monday, May 13, 2002 8:34 AM
To: Grimes, Jeff (J.R.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: PCV hose connection on cam cover of batch 1 engines

Jeff,

I cannot move the RAD hose. It attaches with a clip to the sheet metal. The PCV system which came with the batch 1 engine is not a carryover system. When the engines were updated, the PCV system was also updated. This is indeed a separate issue from the bad quick connects.

Please feel free to take a look at our vehicles at the TEE building at your convenience.

Thanks,

Gilbert Fournelle
V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231788

—Original Message—

From: Grimes, Jeff (J.R.)
Sent: Monday, May 13, 2002 8:29 AM
To: Fournelle, Gilbert (G.)
Subject: RE: PCV hose connection on cam cover of batch 1 engines

Can you move the RAD hose? As I understand it those vehicles have carryover PCV systems...

Also, I am assuming this is a SEPARATE issue from the bad quick connect manifolds being investigated, correct?

Jeff R. Grimes
Duratec Engine Programs
Ph: (313) 32-25237 Fax: (313) 59-47323
email: jgrimes1@ford.com

—Original Message—

From: Fournelle, Gilbert (G.)
Sent: Thursday, May 09, 2002 11:17 AM
To: Grimes, Jeff (J.R.)
Cc: Dalbo, Bob (R.J.)
Subject: PCV hose connection on cam cover of batch 1 engines

Jeff,

We are having issues with connection of the PCV hose on the bank 2 cam cover. The hose is rubbing against the radiator hose and is becoming completely disconnected. The hose only fits loosely on the cam cover and is not secured in any way. In addition, during APTL testing, I saw almost 2 air/fuel ratio's difference of during a cold start, with the hose connected and disconnected. We have currently installed a hose clamp on all our vehicles with batch 1 engines, and it is imperative that everyone with a batch one engine does so. This issue should be addressed as soon as possible.

Sincerely,

Gilbert Fournelle

V6 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231788

From: Grimes, Jeff (J.R.)
Sent: Wednesday, May 08, 2002 11:28 AM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Subject: RE: May 23, CEP2 CTW Presentations

Perfect...

You guys are all aat. Thank you...

Jeff R. Grimes

Duratec Engine Programs

Ph: (313) 32-25237 Fax: (313) 59-47323

email: jgrimes1@ford.com

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Wednesday, May 08, 2002 11:17 AM
To: Grimes, Jeff (J.R.)
Subject: RE: May 23, CEP2 CTW Presentations

Jeff,

Gilbert sent you the Powerpoint presentation we made to Bob Himes. Is that OK for this 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—

From: Grimes, Jeff (J.R.)
Sent: Friday, April 26, 2002 9:19 AM
To: Moore, Donald (D.R.); Mazzella, Brian (B.R.); Rose, Robert (R.S.); Arnold, James (J.A.); Dalbo, Bob (R.J.); Smaildona, Ronald (R.P.); Fougrier, Ray (R.J.); Lien, Ming-Dar (M.D.); Choi, Michael (M.); Arant, Michael (M.P.); Bayer, Theodore (T.); Wineland, Richard (R.J.); Antonov, Simon (S.); Padar, Frank (F.); Peterson, Craig (C.); Sventickas, Ed (E.)
Cc: Gogate, Anil (A.B.); Halleuer, Julie (J.A.); Stanke, Jason (J.R.); Grimes, Jeff (J.R.)
Subject: May 23, CEP2 CTW Presentations
Importance: High

In preparation for the May 23, 2002 CTW at Cleveland Engine Plant #2, I am distributing the Generic Agenda, as well as topics selected by the Duratec management for review. The individuals next to each topic were identified by the team as best able to develop and present the material.

Each presentation should be no more than 10 minutes in length. I am also forwarding a 1-page document that I'm proposing goes into the CTW book, hopefully reducing the 4" binder we filled last time. I'd prefer that all presentation material be done in Powerpoint, although, if your material is already prepared in another format just give me call...We are not expecting "New" material to be developed...Please forward your presentations to me (after concurrence with your team), and I will work with the quality office to develop the books and distribute the material at the Meeting.

For those not familiar with CTW...It is an all-day, Corporate Vice-President level review covering design and manufacturing efforts to address (proactively and reactively) Customer Satisfaction/TGW/Warranty performance of a given commodity.

If you have any content questions please contact the Supervisor most associated with your topic. For material preparation and timing questions, please contact me.

The topics and presenters are:

U204 Stalls - Bob Dalbo
U204 Sticky Throttle - Ron Smaldone/Jeff Grimes
DEW98 Hard/No Start - Ray Fougner
D186 Exhaust moan - Ming-Der Lian
Taurus Affinity Team - Mike Choi
RFF Start-up noise - Mike Arant
RFF head gasket - Ted Beyer

Crank Balance - Rich Wineland
Pilot bore - Simon Antonov
Bearing Fit/NVH - Matt Vance
'05 U204 NVH - Lam Yeung
DEW03 NVH - Matt Vance/Robert Rose
High mileage Oil Pan gasket - Frank Padar
'06 RFF Complexity - Ed Sventickas

The generic Agenda: The Summary Form
<< File: CTW agenda format.xls >> << File: CTW.doc >>

Internal Reviews have been scheduled for May 2, and May 7. We would appreciate your support at each of these to insure timely completion of the material. << Message: CTW Review #2 >> << Message: CTW Review #3 >>

The Duratec team would like to thank each of you in advance for your support.

Jeff R. Grimes

Duratec Engine Programs

Ph: (313) 32-25237 Fax: (313) 59-47323

email: jgrimes1@ford.com

From: Fournelle, Gilbert (G.)
Sent: Wednesday, May 08, 2002 4:14 PM
To: Khali, Imran (I.)
Cc: Matosa, John (J.); Dalbo, Bob (R.J.); Platak, John (J.W.)
Subject: RE: 3.0L U204 CALVIN ADS Updates to fix USB Errors

All five units will be installed in calibration vehicles as soon as they are available. Our analog configuration is one pod per system for all vehicles. I will stop by tomorrow to pick up the one temporary unit.

Sincerely,

Gilbert Fournelle

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

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

From: Khali, Imran (I.)
Sent: Wednesday, May 08, 2002 11:19 AM
To: Fournelle, Gilbert (G.)
Cc: Matosa, John (J.); Dalbo, Bob (R.J.); Platak, John (J.W.)
Subject: RE: 3.0L U204 CALVIN ADS Updates to fix USB Errors

Gilbert,

I would like to know how many Calvin units need to be installed in vehicles out of 5 units. The reason I am asking is we have to provide an USB Isolator and appropriate primary cable for units going to be installed, for backup units we don't have to.

And also what is your analog configuration i.e. one pod or two pods per system?

Regards,

Imran Khali

*Calibration Tools Systems & Support Engineer
R&VT-Caps, Algorithm Design Engineering & Process Tools
Software Electronics Support Section*

Ford Motor Company
Powertrain Operations Engine Engineering
21500 Oakwood Blvd.
Mail Drop: 74, Cube EW157
Dearborn, MI 48121
Phone: 313-39-04192
Fax: 313-24-88430
Text page: ikhali
Numeric Page: 1-800-page-mcl(724-3624)
Pin #: 1596076

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, May 07, 2002 11:27 AM
To: Khali, Imran (I.); Platak, John (J.W.)
Cc: John Matosa; Gilbert Fournelle
Subject: 3.0L U204 CALVIN ADS Updates to fix USB Errors

John,

We need to have 5 ADS units updated by June 1 to support a mid-June Denver trip and the DTF work that preceeds it.

We need 5 additional units updated by July 1 to support an early August APG trip and DTF work that will preceed the trip.

Can you support this?

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

From: Khalil, Imran (I.)
Sent: Wednesday, May 08, 2002 11:19 AM
To: Fournelle, Gilbert (G.)
Cc: Matessa, John (J.); Dalbo, Bob (R.J.); Piatek, John (J.W.)
Subject: RE: 3.0L U204 CALVIN ADS Updates to fix USB Errors

Gilbert,

I would like to know how many Calvin units need to be installed in vehicles out of 5 units. The reason I am asking is we have to provide an USB isolator and appropriate primary cable for units going to be installed, for backup units we don't have to.

And also what is your analog configuration i.e. one pod or two pods per system?

Regards,

Imran Khalil

*Calibration Tools Systems & Support Engineer
R&VT-Cape, Algorithm Design Engineering & Process Tools
Software Electronics Support Section*

Ford Motor Company
Powertrain Operations Engine Engineering
21500 Oakwood Blvd.
Mail Drop: 74, Cube EW157
Dearborn, MI 48121
Phone: 313-39-04192
Fax: 313-24-88430
Text page: ikhalil
Numeric Page: 1-800-page-mch(724-3824)
Pin #: 1596076

—Original Message—

From: Dalbo, Bob (R.J.)
Sent: Tuesday, May 07, 2002 11:27 AM
To: Khalil, Imran (I.); Piatek, John (J.W.)
Cc: John Matessa; Gilbert Fournelle
Subject: 3.0L U204 CALVIN ADS Updates to fix USB Errors

John,

We need to have 5 ADS units updated by June 1 to support a mid-June Denver trip and the DTF work that precedes it.

We need 5 additional units updated by July 1 to support an early August APG trip and DTF work that will precede the trip.

Can you support this?

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: Sloan, Burt (B.E.)
Sent: Thursday, May 02, 2002 3:24 PM
To: Klarr, Jerry (G.T.); Faacetti, Bob (R.J.); Dakhallah, Hassan (H.A.); 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.); Hansen, George (G.C.); Young, Dan (D.G.); Coffey, Dan (D.C.); Putney, Bill (W.); Kleiszewski, Mark (M.D.); King, Brian (B.M.); Mazzella, Gary (G.R.); Liller, David (D.J.); McIntee, Brian (B.E.); Gavner, Larry (L.J.); Hille, Kevin (K.T.); Lewis, Marvin (M.A.); Turner, Donald (D.A.); Perlick, Don (D.A.); Gibeon, Patrick (P.W.); Crowley, Pat (P.J.); Kosko, Jeff (J.R.); Newman, Chris (C.W.); Delaroderie, Jim (J.A.); Dalbo, Bob (R.J.); Squires, Mark (D.M.)
Cc: Hofman, Michael (M.V.); Corbett, Sandra (S.M.); Schmidt, Gregory (G.A.); Van Wiemeersch, John (J.R.)
Subject: Outfitters & Ranger Engine Hesitation/Surge, Stall, and No Start Affinity Team Meetings

**Outfitters & Ranger Affinity Team
Drivability
May 8, 2002
8:00 am to 9:30 am
TEE - Conference Rm 1**

Call In Phone Number: 9-1-877-877-7126
Participant Code: 6341969 #

May 7, 2002 Meeting Agenda:

- | | | |
|---|--|--|
| 1) No Start PCM 6 Sigma Project status | | Pat Gibson,
Kevin Hille |
| 2) U162 Stalls DOE preliminary conclusions | | Scott Sabin |
| 3) UP207 Toyota Air Valve addition | Approval given at Bob Himes PDQOR Meeting
Discuss next steps to proceed | Sheila Ward
Mark Squires |
| 3) Hard Start Investigation,
Dakhallah | Overview

IAC Warranty Review | Hassan

Kerry Adams
Jim Delaroderie |
| 4) Throttle Body Anaerobic Sealer CR status | | Pat Crowley
Jeff Kosko |

May 1st Agreements & Assignments:

- | | |
|----------------------|---|
| No Start PCM 6 Sigma | Buying back 1 vehicle from Seattle
Team will visit local dealerships to diagnose the root causes |
| U162 D21 No Stalls | DOE testing has been completed 4/25/02. |

Analysis of results is expected to take 2 weeks.

Throttle Body Break Off Screw

hand

anaerobic

Decided to provide an adjustable Throttle Body for service
30 Piece TB study concluded no difference between originals and

carried TB

Pat Crowley to follow up with Jeff Kosko on status of CR for

sealer

From: Sanders, Muriel (M.S.)
Sent: Friday, May 03, 2002 1:30 PM
To: Altoonian, Don (D.J.); Badgley, Joel (J.K.); Bauer, Scott (S.C.); Bhojwani, Kamal (K.); Blackburn, Thomas (T.J.); Bogema, John (P.); Cary Powell; Chik, John (J.); Chih, Ming-Niu (M.N.); Chin, Darrel (D.); Corbett, Sandra (S.M.); Dalbo, Bob (R.J.); Dan Rothweiler; De Pena, Juan (J.E.); Diaz, Timothy (T.P.); Fascetti, Bob (R.J.); Fournelle, Gilbert (G.); Freeland, Mark (M.); Giles, Stuart (S.); Gokhale, Renuka (R.V.); Grimes, Jeff (J.R.); Hansan, George (G.C.); Herr, George (G.J.); Hofman, Michael (M.V.); Holmes, Jeffrey (J.R.); Ichikawa, Jiyunichiro (J.); Jensen, Ted (T.E.); John McDonald; Jones, Andy; Jordan, Donald (D.E.); Kanai, Shinji (S.); King, Robert (R.F.); Klostermann, Eric (E.); Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Lintiac, Steven (S.); Linda, Peter (P.A.); Liu, Jane (J.); Marok, Edmond (E.C.); Matasa, John (J.); Maurer, James (J.B.); Mazzella, Gary (G.R.); Mooney, Larry (L.); Moorhouse, Scott (S.R.); Morgan, Tom; Morishima, Shigeki (S.); Naveed Khan; Nematollahi, Sonya (S.); Nikolai, Bernie; Noteboom, Jim (J.E.); Ortmann, James (J.W.); Powers, Ken (K.W.); Price, Martin (M.); Raquapau, Alden (A.P.); Sanders, Muriel (M.S.); Shah, Kiran (K.C.); Shirahishi, Masaru (M.); Stilgenbauer, Jeffrey (J.R.); Suarez, Rhee (R.); Sullivan, Jamie (J.P.); Takasawa, Keith (K.D.); Takubo, Hirochi (H.); Vecchio, Anne Marie (A.); Wakenell, Ray (R.A.); Wettach, Bill (B.); Williams, Les (LHW.); Williamson, David (D.E.); Yeung, Lem (.)
Subject: New Dial-In No. for Stalls Meeting

The dial-in information has changed for the weekly stalls meeting. Please note the new information below. This will be effective next Thursday (May 9, 2002).

New Dial-In Numbers & Passcode

Dial in: 1-877-870-3529 or Fordnet: 9-1-954-1144
International Participants # 1 (630) 693-1704
Passcode: 7673538#

Muriel Sanders

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

From: Corbett, Sandra (S.M.)
Sent: Tuesday, April 30, 2002 10:34 AM
To: Dalbo, Bob (R.J.); Fascetti, Bob (R.J.); Hofman, Michael (M.V.)
Cc: Fournelle, Gilbert (G.); Kwon, Soon (S.K.); Williamson, David (D.E.)
Subject: RE: No New IAC Valves for 2003MY U204 Job 1

I understand the need for discipline, but given that this is one of our stalls robustness actions, I would think that we should have some pull in getting these into Job#1.

If stalls were to be a QSF/ QPF (and we definitely meet the threshold) the plant launch team would not be able to override an implementation.

Sandy Corbett
Escape Powertrain QRT
Phone/Fax: (313)59-44351
Product Development Center 2H-E66

-----Original Message-----
From: Dalbo, Bob (R.J.)
Sent: Monday, April 29, 2002 4:14 PM
To: Fascetti, Bob (R.J.)
Cc: Corbett, Sandra (S.M.); Fournelle, Gilbert (G.)
Subject: FW: No New IAC Valves for 2003MY U204 Job 1
Importance: High

Since 4P engines were delivered w/o finned-pintle IACVs, the finned-pintle introduction will be delayed until Job #2.

Bob Dalbo
3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84847 Fax: (313) 32-91786
Pager: (313) 795-2859 Email: rdalbo@ford.com

-----Original Message-----
From: Williamson, David (D.E.)
Sent: Monday, April 29, 2002 2:34 PM
To: Grimes, Jeff (J.R.)
Cc: Kwon, Soon (S.K.); Dalbo, Bob (R.J.); Miller, Brian (B.J.); Taylor, Perry (P.Allen.); Matea, John (J.); Ricotta, Jim (J.M.); Williamson, David (D.E.)
Subject: No New IAC Valves for 2003MY U204 Job 1
Importance: High

Jeff, Intro of new IAC valves was overruled by launch management (Hopoian, Ianuzzi, & Veenstra). The valves can not be switched for Job 1. So they will not be evaluated at KCAP this week by Matea & Ricotta.

Direction is that they can not come in earlier than Job 2 (Nov. 11) due to the late request & the new rules in place that eliminates +90 days.

Thanks.

From: Fournelle, Gilbert (G.)
Sent: Wednesday, May 01, 2002 8:27 AM
To: Dalbo, Bob (R.J.)
Subject: RE: VSCLP APR Change

Yes,

It has been fixed now.

Gilbert Fournelle

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

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, April 30, 2002 5:08 PM
To: Gilbert Fournelle
Subject: FW: VSCLP APR Change

So, between us girls, is it really fixed?

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: Sbaschnig, Rich (R.W.)
Sent: Tuesday, April 30, 2002 4:35 PM
To: Dalbo, Bob (R.J.)
Cc: Wade, Wally (W.R.); Wright, Robin (R.A.)
Subject: FW: VSCLP APR Change

Bob,

Sorry for the delay, but Paul Baltusis has updated the OBD APR list, per your recommendation.

Regards,

Rich Sbaschnig, (313)59-46959, FAX: (313)59-40055
Senior Powertrain Calibration Technical Specialist
C-10 Pillar, Cube AT103, Mail Drop 54, POEE
[<mailto:rsbaschn@ford.com>](mailto:rsbaschn@ford.com)

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

From: Baltusis, Paul (P.A.)
Sent: Tuesday, April 30, 2002 2:29 PM
To: Sbaschnig, Rich (R.W.)
Cc: Wanat, Richard (R.L.); Huck, Dave (D.E.); Stark, Cheryl (C.J.); Weber, Chris (C.R.); Baumgartner, George (G.K.); Brechel, Keith (K.M.)
Subject: RE: VSCLP APR Change

I spoke with Dick Wanat today. It looks like this item fell off the table when Tom Melville retired. I changed

the APR limits to 1 to 127 mph as was agree to in Cert Review.

Paul Baltusis

OBD Staff Technical Specialist
Diagnostic Systems Dept. (T326)
Core & Advanced Powertrain Engineering
POEE Bldg, Mail Drop 25
(313) 322-0604 office, (313) 323-6743 fax
email: pbaltsai@ford.com

Ford Motor Company

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

From: Sbaschnig, Rich (R.W.)
Sent: Tuesday, April 30, 2002 12:51 PM
To: Baltusis, Paul (P.A.)
Subject: FW: VSCLP APR Change

Paul,

There's a flurry of notes below on setting APR limits on VSCLP. Per Dick Wanat, this is an OBD parameter. Is there an issue with setting it to the limit Bob Dalbo recommends (1-127 MPH)?

Regards,

Rich Sbaschnig, (313)59-46959, FAX: (313)59-40055
Senior Powertrain Calibration Technical Specialist
C-10 Pillar, Cube AT103, Mail Drop 54, POEE
<<mailto:rsbaschn@ford.com>>

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

From: Wanat, Richard (R.L.)
Sent: Tuesday, April 30, 2002 12:33 PM
To: Sbaschnig, Rich (R.W.); Anderson, Bruce (B.C.); Armitage, John (J.F.); Hall, William H. (W.H.); Halverson, Jon (J.W.); Hardy, Larry (L.A.); Huber, Ron (R.K.); Kappauf, Todd (T.A.); Kindree, Jim (J.M.); Liebowitz, Michael (M.L.); Mandzuk, Roger (R.S.); Meek, Bruce (B.A.); Mroz, David (D.R.); Opoleky, Norman (N.H.); Sulaver, Randy (R.K.); Wagers, Sue (S.K.)
Subject: RE: VSCLP APR Change

Rich,

I am aware of the issue. It is an OBD parameter. I asked Bob Dalbo to contact Paul Baltusis.

Regards,

Dick Wanat

Calibration Technical Specialist
PD/R&VT/P&AE-CAPE
Phone: (313)32-20185 FAX: (313)24-85399
Room: 1F08 Bldg: Dynamometer Lab
Email: rwanat@ford.com

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

From: Sbaschnig, Rich (R.W.)
Sent: Tuesday, April 30, 2002 11:27 AM
To: Anderson, Bruce (B.C.); Armitage, John (J.F.); Hall, William H. (W.H.); Halverson, Jon (J.W.); Hardy, Larry (L.A.); Huber, Ron (R.K.); Kappauf, Todd (T.A.); Kindree, Jim (J.M.); Liebowitz, Michael (M.L.); Mandzuk, Roger (R.S.); Meek, Bruce (B.A.);

Subject: Mroz, David (D.R.); Opolsky, Norman (N.H.); Sufaver, Randy (R.J.); Wagers, Sue (S.K.); Wanat, Richard (R.L.)
FW: VSCLP APR Change

Is anyone aware of an issue with setting an APR limit on VSCLP, per the Cert Review recommendation from Bob Dalbo?

"It was agreed that the APR on VSCLP that led to our stalling issue was to be changed from 0-10 MPH to 1-127 MPH during those discussions."

If I don't hear back, I'll ask Brian Pavlik to set the parameter as per the above recommendation.

Regards,

Rich Sbaschnig, (313)59-46959, FAX: (313)59-40055
Senior Powertrain Calibration Technical Specialist
C-10 Pillar, Cube AT103, Mail Drop 54, POEE
<<mailto:rsbaschn@ford.com>>

-----Original Message-----
From: Wright, Robin (R.A.)
Sent: Monday, April 29, 2002 6:47 PM
To: Sbaschnig, Rich (R.W.)
Subject: FW: VSCLP APR Change

Do you know the answer to Wally's question?

-----Original Message-----
From: Wade, Wally (W.R.)
Sent: Friday, April 26, 2002 7:30 PM
To: Wright, Robin (R.A.)
Subject: FW: VSCLP APR Change

Robin,

Who is responsible for making additions and changes to APR values (that are non-OBD)?

What is the mechanism for reviewing these values to ensure that the changes have been made?

It looks like this one for the 3.0L U204 slipped by.

Regards,
WALLY WADE, W. R.
Mail Drop #54, Room AD086, POEE Bldg.
Phone: 32-20415, Fax: 59-40055 (wwade@ford.com)

-----Original Message-----
From: Dalbo, Bob (R.J.)
Sent: Friday, April 26, 2002 3:29 PM
To: Wade, Wally (W.R.)
Cc: Wanat, Richard (R.L.); Pascetti, Bob (R.J.)
Subject: VSCLP APR Change

Wally,

The 3.0L U204 calibration team had a stall issue that was discussed at the cert review meeting a couple of times late last year (November?) It was agreed that the APR on VSCLP that led to our stalling issue was to be changed from 0-10 MPH to 1-127 MPH during those discussions.

We released 2003 calibrations (still EEC) last month and the APR had still not been changed. Has something transpired that I'm not aware of to revise the direction from last year?

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT

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

Pager: (313) 795-2658 Email: rdalbo@ford.com

From: Lewis, Dennis (D.J.)
Sent: Friday, July 12, 2002 9:09 AM
To: Fournelle, Gilbert (G.)
Cc: Shelton, Randy (R.)
Subject: RE: X5_doav4 and yet another request

Can you or Randy send me the data file we took the other day. Thanks.

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

From: Dalbo, Bob (R.J.)
Sent: Thursday, July 11, 2002 6:58 PM
To: Lewis, Dennis (D.J.); Fournelle, Gilbert (G.); 'jvicos@visteon.com'
Cc: Shelton, Randy (R.); Huck, Dave (D.E.)
Subject: RE: X5_doav4 and yet another request

Thanks for the info, Dennis.

In the interest of a 6-Sigma vehicle being robust to this stall, can we increase the timer based on your testing? I understand that we have seen fuel disturbances in the 5 second neighborhood and the exit timer condition seems uncomfortably close to that.

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: Lewis, Dennis (D.J.)
Sent: Thursday, July 11, 2002 2:32 PM
To: Fournelle, Gilbert (G.); 'jvicos@visteon.com'; Lewis, Dennis (D.J.)
Cc: Shelton, Randy (R.); Huck, Dave (D.E.); Dalbo, Bob (R.J.)
Subject: RE: X5_doav4 and yet another request

FYI.

I found what was booting us out most frequently with the cap off regardless of the new logic in there or not. It was due to PG_DC dropping below PGM_P0_DCMIN which is at .5, not the vapor as we initially had thought. I still found it possible to tip in and out some of the time and remain in the monitor. I have drove the car alot to today testing the fix and tipping in and out above and below the phase timer abort criteria of 5 secs and it seems to work perfectly so far.

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

From: Fournelle, Gilbert (G.)
Sent: Thursday, July 11, 2002 2:23 PM
To: 'jvicos@visteon.com'
Cc: Shelton, Randy (R.); Lewis, Dennis (D.J.); Dalbo, Bob (R.J.)
Subject: X5_doav4 and yet another request

John,

First, thanks for all your help so far. Randy, Dennis and I have validated the purge addition from X5_doav4 and feel that it is ready to be bookshelved.

I have another request on the MAF feedback algorithm (which is 2-fold)

1) We need an additional timer to delay updates in IDCI for about 20 seconds after startup.

<< File: start.doc >> << File: START.VDF >>

The timer should be based of ATMR3.

The logic should be similar to the decel_tm. This mean that we do not want to update IDC1 until ATMR3 > cal parameter. We do not want to reset IDC_CL_KAM to IDC_CL_INIT during this time. We just do not want to update. This is to avoid the situation shown in the attached file where IDC1 and IDC_CL_KAM erroneously become negative.

2)We would like additional code, for stall robustness reason, which resets IDC_CL_KAM = 0 if IDC_CL_KAM < 0 and APT > -1

This is analogous to the current RPM control strategy. During decel and during idle, we would allow IDC_CL_KAM to become negative. However, when we go part throttle, we would like the value in IDC_CL_KAM to have a minimum value of 0. This is for stalls robustness. From the stalls perspective, providing too much air is a lot safer than potentially providing too little air.

Please let me know your thoughts.

Thanks,

Gilbert Fournelle

V8 U204 Calibration Engineering
1AE27 Truck Engine Engineering (TEE)
Phone:(313)3904968 Fax:(313)3231786

From: Dalbo, Bob (R.J.)
Sent: Friday, July 12, 2002 1:40 PM
To: 'Visos, John (J.D.)'
Cc: 'dlco@visteon.com'; Gilbert Fournelle
Subject: RE: X6_DOAV4 exp is ready

John,
Thanks immensely for your help with this. We really appreciate your timely support in addressing our stalling concern that NHTSA is taking such an interest in.

I understand the strategy is working as intended - good work and enjoy your vacation.

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

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

From: Visos, John (J.D.) [mailto:jvisos@visteon.com]
Sent: Thursday, July 11, 2002 8:42 PM
To: 'gfournel@ford.com'
Cc: 'jbogsma@ford.com'; 'rshelton@ford.com'; 'dlewis49@ford.com'; 'rdalbo@ford.com'; 'dhuck@ford.com'; Loo, Donald (D.C.); Visos, John (J.D.)
Subject: X6_DOAV4 exp is ready

X6_DOAV4 experimental is completed and in VAX::user\$14:[prelim_sw] directory.

I am taking 1/2-day vacation on Friday and I understand that testing is on-going over this weekend, if you need support please do not hesitate to text page DON LOO (dlco) with any questions or need for support.

The logic changes to IACEX (per your request) are shown in 'red' below:

```
IF ( ( idc_cl_kam < 0 )
      AND ( apt > -1 ) )
THEN
      idc_cl_kam = 0;
END_IF

IF (      (apt == -1)
      AND (iscflg != 0)
      AND (vsbar < VSCLP)
      AND (mfmlg == 0) )
THEN
      naferr = ( desmaf -
                ( fox (&FN890,bp) +
```

```
(maf * 60 / STCF) +  
( ( fox(&FN819, perload_isc) +  
pg_air ) * BP/29.875  
* fox (&FN059,act ) ) ) );
```

```
ELSE_IF ( ( atmr1 > IDC1_TM )  
and (cttmr >= DECKL_TM ) )
```

```
THEN
```

```
idci = idc_cl_kam + (GI * maferr * bg_tmr);  
idc_cl_kam = fclip(idci, IDC_MIN, IDC_MAX);
```

```
ELSE
```

```
maferr = 0;
```

```
END_IF
```

John D. Visos jvisos@visteon.com
Escape, Ranger, Explorer sport trac
Software engineer for engine computer
Visteon Powertrain Department
Tel: 313-755-6012 Fax: 313-755-2857

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: 313-323-6296
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: Fagerman, Todd (T.M.); Nematollahi, Sonya (S.); Gilbert Fournelle
Subject: 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) 32-91786

From: New, Kenneth Jarrett (K.J.)
Sent: Thursday, July 11, 2002 5:29 PM
To: Dalbo, Bob (R.J.); Fournelle, Gilbert (G.)
Cc: Shama, Krishna (K.P.); Saleem, Fayyaz (F.)
Subject: FW: RE: 310W707 Pre-Durability Sign-Off Status - 7/11/02 5:27PM

Bob & Gilbert,

Roush verified that the processor on 310W707 has the 4-digit code BUS3, indicating 2002 R10 calibration. The vehicle was built in April/May timeframe at KCAP and only NVH had it prior to me. I am aware of no one having recalibrated the engine. This should resolve open issue #17 regarding the engine calibration. Thanks for your help.

Regards,

K. Jarrett New

VEV Durability Engineering
U204 Durability Analysis & Verification
Phone: (313) 84-54888
Fax: (313) 24-88776
Pager: (313) 785-4902
knew@ford.com

—Original Message—

From: New, Kenneth Jarrett (K.J.)
Sent: Thursday, July 11, 2002 4:59 PM
To: Zdybek, Douglas (D.)
Cc: Shama, Krishna (K.P.)
Subject: RE: 310W707 Pre-Durability Sign-Off Status - 7/11/02 4:59PM

310W707 Pre-Durability Sign-Off Status - 7/11/02 (4:58PM)

We're making good progress, but there are still a couple issues to address. Please check to see if you are responsible for any items listed below.

THE VEHICLE WILL NOT SHIP UNTIL EVERYTHING IS RESOLVED.

Open Issues

- 1) Left rear door binding against primary door seal - Roush adjusted (CLOSED)
- 2) Right rear door inside handle soap dish loose - Roush tightened (CLOSED)
- 3) Left front door latch hitting high to striker - OK (CLOSED)
- 4) Liftgate glass hinge bolts missing fastener scribe marks - Roush scribed (CLOSED)
- 5) Remove resonator heat shield & fasteners - Roush removed (CLOSED)
- 6) Moonroof does not open & loud pop when closing tilt-down - Roush adjusted (CLOSED)
- 7) Rear fascia missing fastener scribe marks - Roush scribed (CLOSED)
- 8) Wheels missing center caps - OK to ship without; APG will install
- 9) Front strut assembly missing scribe at top nut - Roush addressed (CLOSED)
- 10) Photos of TG locations - Roush photographed (CLOSED)
- 11) Exhaust catalyst binds on the flexible portion of the "Y"-pipe and the muffler is not clocked properly, causing excessive bind on the rubber hangers - Janet Roberts, Brett Hinds &/or Matt Sorice (Faurecia) to resolve
- 12) Grease on liftgate latch - Roush removed at direction of Mark Brown (CLOSED)
- 13) Torque lateral link to RTA joints to 87Nm - Roush torqued (CLOSED)
- 14) Front jounce bumpers installed upside-down - Roush corrected, retorqued & realigned (CLOSED)
- 15) Measure ride heights - Roush measured (CLOSED)
- 16) Steering bolt incorrect - Narain Ralsinghani provided new bolt & Roush installed (CLOSED)
- 17) Verify engine calibration - Roush confirmed BUS3 (CLOSED)
- 18) VIP check - Roush checked, no issues (CLOSED)
- 19) Confirm 2 nuts on top of rear cheeks - Roush confirmed (CLOSED)
- 20) Confirm RHS spring seated properly - Roush confirmed (CLOSED)
- 21) Remove parking brake equalizer bracket - Roush removed (CLOSED)
- 22) Revise rad support - Roush & Edgar Donabedian to address

MISSING Sign-off Signatures

Jarrett New - Durability (pending completed build & sign-off)

Rick Kaye - Vehicle Integration

Ian Perry - Value Engineering

Ryan Delaney - Deletion of resonator heat shield

Art Henke - Moonroof

Bryan Moore - Brake pedal asy & Parking brake handle lever

Narain Raisinghani - Steering column & I-shaft

Joe Grandas / Lamar King II - DPF sensor

Jeff Grimes / James Page / Lem Young - Oil cooler

Janet Roberts / Brett Hinds - Exhaust asy

??? - Upper radiator mounting bushings

Regards,

K. Jarrett New

VEV Durability Engineering

U204 Durability Analysis & Verification

Phone: (313) 84-54888

Fax: (313) 24-68776

Pager: (313) 795-4002

knew@ford.com

From: Dalbo, Bob (R.J.)
Sent: Monday, July 15, 2002 3:43 PM
To: Andrew Woodings; Eric Klostermann; Gilbert Fournelle; Hockaday Jr., John (J.C.); John Bogema; John Matesa; Mikota, Dennis (D.P.); Muriel Sanders; Robert Hurley; Roger Mandzlik
Subject: FW: Sharple Pens Not Acceptable for Marking Labels

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: Fascetti, Bob (R.J.)
Sent: Monday, July 15, 2002 9:06 AM
To: Stalmaszczak, Robert (R.); Hedges, John (J.E.); Lyon, Peter (P.M.); Dalbo, Bob (R.J.); Austin, James (J.E.)
Subject: FW: Sharple Pens Not Acceptable for Marking Labels

Info.

—Original Message—

From: Youngren, Dave (D.M.)
Sent: Monday, July 15, 2002 8:54 AM
To: Fascetti, Bob (R.J.)
Subject: FW: Sharple Pens Not Acceptable for Marking Labels

Good Morning, Bob,
Process change to reflash campaigns. Please see below.

Dave Youngren
PTO Resident Engineering
Edison Assembly Plant
732-832-4833/ Text Pager 888-603-4174

—Original Message—

From: Casmay, David (D.E.)
Sent: Monday, July 15, 2002 8:06 AM
To: Bo Cardona (B.E.) (E-mail); Gatha Bryant (G.L.) (E-mail); Goldsmith, Ernest (E.C.); Howard Fuller (H.L.) (E-mail); John Greene (J.N.) (E-mail); Robert Palasak (R.W.) (E-mail); Shelby, Charles (C.R.); Wilson, Vincent (V.S.); Battisto, Bob (B.J.); Carl Jones (C.A.) (E-mail); Clark, Daniel (D.T.); James Dunham (J.A.) (E-mail); Keen, Gerard (G.); Lee, Richard (R.E.); Maguire, Joseph (J.P.); Nicole Rivard (N.) (E-mail)
Cc: Duffy, Don (D.L.); Youngren, Dave (D.M.); Ozimek, Ronald (R.G.); Kim, Beck (B.S.); Jacobs, Betsy (E.A.); Konrad, Karl (K.); Phillips, Doug (H.D.); Smith, Mark (M.J.); Startak, Vic (V.)
Subject: FW: Sharple Pens Not Acceptable for Marking Labels

Note attached communication. Used in the past mainly for EEC module Catch Code edits during reflash campaigns.

David E. Casmay
Govt. Reg./ ISO 9001 Coord.
Edison Assembly Plant
732-832-6982

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

From: Fomin Sr., George (G.J.)
Sent: Wednesday, July 03, 2002 5:26 PM
To: Brzehr, Ron (R.G.); Butler, Ken (K.L.); Camp, Ronald (K.); Casney, David (D.E.); Coleman, Al (A.); Covery, Jim (J.J.); Desai, Nitin (N.B.); Dusho, Dennis (D.R.); Fasnacht, Robert (R.P.); Gubert, Keith (K.W.); Kempf III, John (J.G.); Khan, Mohammad (M.); Lechuga Salcedo, Alejandro (.); Mattie, Bill (B.); Morris, Richard (R.L.); Palmer, Leigh (L.R.); Patel, Roger (R.V.); Perez, Ricardo (R.); Pryde, John (J.); Simkus-Gov't Regs, Wall (W.J.); Tigchelaar, Doug (D.G.); Zachary, Jeff (J.D.)
Cc: Kirschke, Kevin (K.E.); Hess, Linda (L.); Tabb, Gerard (G.); Khan, Mohammad (M.)
Subject: Sharpie Pens Not Acceptable for Marking Labels

To: All Government Regulation Coordinators:

Sharpie Pens are no longer acceptable for marking labels.

For many years when occasional concerns have occurred, Sharpie Pens have been used to mark approved simple alpha/numeric revisions on labels. This was approved for short periods of time until revised labels could be received. The Sharpie Pens were identified as permanent markers.

During a recent concern, it was determined that Sharpie Pens are not permanent on the Cert Label. Please see the note below. For this reason, Sharpie Pens are no longer acceptable for marking labels.

In event of such label concerns, vehicles will have to be held until revised labels are received and can be installed.

Investigation is being made to determine if there may be another kind of marker that will meet permanency requirements. Product Engineering, Materials Engineer, Linda Hess, has provided a lead for this investigation. Investigation results will be reviewed with ASO, Compliance, and G.Tabb. All GRCs will be informed of the outcome.

Thank you for your teamwork.

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

From: Kirschke, Kevin (K.E.)
Sent: Thursday, June 27, 2002 3:43 PM
To: Fomin Sr., George (G.J.)
Cc: Tabb, Gerard (G.); Tikarsky, Michael (M.); Nevi, Ray (R.A.)
Subject: Sharpie Pens on labels

George,

According to Gerard Tabb, subject matter expert for certification labels, Sharpie pens are not permanent on the certification label. This was proven out by the Mercury Marauder team who were attempting to verify the permanency of this marker for a tire information correction. Apparently wax removers also remove this marker.

Please contact Gerard Tabb if you have any further questions regarding Sharpie pens.

Regards,

Kevin E. Kirschke
Truck CCRG Administrator
Automotive Safety Office

Fairlane Plaza South, Suite 500
Phone: (313) 32-37893
FAX: (313) 59-42288

From: Fournelle, Gilbert (G.)
Sent: Monday, July 15, 2002 3:38 PM
To: Johnson, Jim (J.S.)
Cc: Altoonian, Don (D.J.); Sanders, Muriel (M.S.); Pepitone, Gil (J.); Blick, John (J.R.)
Subject: RE: Throttle Bodies

Jim,

The throttle body airflow should not increase EVAP cycle frequency. If anything, there could be a potential decrease in Evap cycle frequency.

Sincerely,

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

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

From: Johnson, Jim (J.S.)
Sent: Monday, July 15, 2002 3:21 PM
To: Fournelle, Gilbert (G.)
Cc: Altoonian, Don (D.J.); Sanders, Muriel (M.S.); Pepitone, Gil (J.); Blick, John (J.R.)
Subject: FW: Throttle Bodies

Gilbert, can you or did you answer this question for Gil?

Question: would increase TB airflow increase the EVAP cycle frequency?? I'm curious, and I owe an answer to Isaac. Pls advise.

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

From: Pepitone, Gil (J.)
Sent: Wednesday, July 10, 2002 10:35 AM
To: Johnson, Jim (J.S.); Fournelle, Gilbert (G.)
Cc: Martin, Mike (M.S.); DiAngelo, Renaldo (R.); Altoonian, Don (D.J.); Sanders, Muriel (M.S.); Pepitone, Gil (J.); Blick, John (J.R.)
Subject: RE: Throttle Bodies

Hi Jim: I just received a call from SM Ms. Matto and Drive Tech Isaac Edward at Metro Motors in St. Croix.

Two of the four Units have had their TB replaced. The IAC DC had dropped considerably to about 28%. Please recall that I had replaced their IAC Vibs during my prior visit, as detailed below. The other two Units are scheduled later this week.

The one St. Thomas Unit TB has been shipped to the other Metro Motors.

Isaac mentioned that on one of the two Units he has just completed, that the EVAP purge cycle would now cycle MUCH faster.

Question: would increase TB airflow increase the EVAP cycle frequency?? I'm curious, and I owe an answer to Isaac. Pls advise.

As for the recommendation of a change of fuel to address the Mod Engine Temp HESITATION (not decell stalls) issue, I am to receive feedback from Ma. Matto.

Hi Gilbert: did you get a chance to look at the VDR data I sent you? The jury is still out if it's fuel or calibration for this new issue I found in the Islands.

Lastly: I THINK I caught a big Fish regarding the 2.0L Zetec in the Escape. I will detail in another note today/tomorrow. Involves the PCV system, TB airflows, lean DTC and Idle quality concerns....the convo with Isaac made me realize a complex relationship which is costing the Company \$\$ and upsetting Owners. Stay tuned..

Thank you,
Gil Peppone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-9889
Cell Phone 954-242-2088
"With Warranty you are Paying for the Sins of the Past"

—Original Message—

From: Johnson, Jim (J.S.)
Sent: Friday, June 28, 2002 10:51 AM
To: Peppone, Gil (J.)
Cc: Martin, Mike (M.S.); DiAngelo, Renaldo (R.); Altonian, Don (D.J.); Sanders, Muriel (M.S.)
Subject: RE: Throttle Bodies

Handled, Don I will drop the extra off at your desk next week.

—Original Message—

From: Peppone, Gil (J.)
Sent: Friday, June 28, 2002 9:35 AM
To: Johnson, Jim (J.S.)
Cc: Peppone, Gil (J.); Martin, Mike (M.S.); DiAngelo, Renaldo (R.); Altonian, Don (D.J.); Sanders, Muriel (M.S.)
Subject: RE: Throttle Bodies
Importance: High

Hi Jim: I just got your recent note about you sending out six Throttle Bodies to St. Croix.

Pls hold the send if possible, for I wish to include the following VINs and specific mailing instructions. Also, pls only send five TBs. I suggested that they are tagged to insure four stay in St. Croix and only one goes to St. Thomas.

Please send attention Ms. Brunette Matto, Service Manager, at St. Croix Metro Motors. She will make sure it happens. Ricky, the Parts Manager is just as capable, but he would not necessarily be involved with the scheduling the return of the Units back to the Dealer, nor the actual installation of these TBs.

This first VIN is the Unit in ST. THOMAS Metro Motors:

1FMYU02142KB40441, 2430 MILES. As received it has a IAC DC of 46.5%. I personally installed a new IAC (As I did for all of them), but very oddly the IAC DC actually WENT UP to 47.65% under the same conditions. I think this TB is the most interesting of the bunch, since it's the lowest mileage Unit w/ high air flow.

The next four go on St. CROIX Metro Motor Units:

1FMYU041X1KC17227, 18,844 MILES. As received, 44.1% DC, replaced IAC, went down to 40.2%. Still slightly over spec.

1FMYU03162KA32210, 13,653 MILES, As received, 46.6%, went down to 40.3%.

1FMYU04161KF02460, 15,405 MILES, As received, 39%, stayed the SAME, 39%, after IAC Installation. (Engineering wanted Units swapped above 38%).

1FMYU04132KA70783, 8513, MILES, As received 40.62%, stayed the SAME, 40%, after IAC installation.

Also, pls provide a direct shipping address for the return of these TBs back to Engineering, and not to me. They may think that they should be sent to me, as I had already provided my home address before I left.

Make sure that the return address is provided for BOTH Metro Motor locations for the TWO Islands. This would prevent a delay from St. Thomas, who may assume to return their lone TB to St. Croix, rather back directly to the States.

Thank you
Gil Pepitone
Powertrain Field Quality Specialist-"PFQS" in
South Florida
Office/Answering Machine: 954-753-9989
Cell Phone 954-242-2068
"With Warranty you are Paying for the Sins of the Past"

-----Original Message-----
From: Johnson, Jim (J.S.)
Sent: Thursday, June 27, 2002 3:39 PM
To: Pepitone, Gil (G.)
Subject: Throttle Bodies

Gil, Don Altoonian is going to provide me with five Throttle Bodies, please advise the vin numbers of the units you want them changed on. I will ship them to the dealer tomorrow.

From: Herr, George (G.J.)
Sent: Friday, July 12, 2002 4:48 PM
To: Fournelle, Gilbert (G.); Merdeth, Jennifer (J.)
Subject: RE: White paper for 2001 2002 service fix and 2003 running change

I concur.

George J. Herr

CD4E Calibration & Program Control Supervisor
ATO Bldg / MD #27
734.458.0702 / 734.523.5523 (fax) / 734.297.1547 (text pager)

—Original Message—

From: Fournelle, Gilbert (G.)
Sent: Friday, July 12, 2002 3:47 PM
To: Herr, George (G.J.); Merdeth, Jennifer (J.)
Subject: White paper for 2001 2002 service fix and 2003 running change

<< File: 03 stall service cal_Rev_01.doc >>

Please review and concur

Sincerely,

Gilbert Fournelle

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

BEGINNING OF CONTACT
08/10/2002

VOICE OF THE CUSTOMER TRACKING SYSTEM

09.17.27

ION: 47 CINCINNATI
1FMCU04162KB22336

INFORMATION ISSUE
ZONE: E1
ENGINE: 1 VEH TYPE: T

CASE NBR: 1664633441
OPENED: 03/12/2002
CLOSED: 03/12/2002

LAST NAME:	GEORGE	FIRST NAME:	JAMES	STATUS:	CLOSED
TITLE:	MR	MI:	R		
ADDRESS:	606 CHERRY TRACE DR	STATE:	KY	ZIP:	40476
CITY:	RICHMOND	MODEL:	ESCAPE XLT 4X4		
HOME PHONE:	859-8245843	SALES CODE:	F47108	P & A:	01034
MODEL YEAR:	2002				
MILEAGE:	3000				
DEALER NAME:	COMMONWEALTH FLM IN				
REASON CODE:	1608 SALES - DEPOSIT				
SYMPTOMS:					

ORIGIN: CAC108 - US INQUIRY CASE BASE COMMUNICATION: PHONE
ACTION: 236 - ADVISE CUST FORD IS UNABLE TO INTERVENE IN SALES ISSUES
DOCUMENT: ANALYST: MCARIBON MATHEW CARIBONI

DATE: 03/12/2002 TIME: 16.06.41 :
ACTION DATA/COMMENTS:

CUSTOMER SAYS: -VEH WAS GOING 45 MILES/HR AND THE ENGINE S
HUT OFF COMPLETELY -SHE LOST CONTROL OF THE VEH AS THE POWE
R STEERING WAS GONE -VEH HAS BEEN TO THE DLRSHIP -THERE WA
S A NOTICE SENT OUT TO THE DLRSHIP REGARDING A SENSOR THAT N
EEDED REPLACEMENT -CUST CALLED THE ATTORNEY GENERAL -A DSB
APPLICATION IS BEING SENT -VEH DOES NOT HAVE ANY CONCERNS
-DOES NOT FEEL THE VEH IS SAFE -CUST NO LONGER WANTS THE V
EH PER CUSTOMER, DEALER SAYS: COMMONWEALTH FLM INC CAC A
DVISED: - DOCUMENTED AND FORWARDED INFORMATION TO CRM/SALES
MANAGER - CONTACT CRM/SALES MANAGER FOR FURTHER CLARIFICAT
ION - FORD MOTOR COMPANY IS UNABLE TO INTERVENE IN SALES IS
SUES INFERENCE CASE ID: 462

BEGINNING OF CONTACT
08/10/2002

VOICE OF THE CUSTOMER TRACKING SYSTEM

09.17.27

ION: 44 PITTSBURGH
1FMYU04192KC89694

INFORMATION ISSUE
ZONE: C2
ENGINE: 1 VEH TYPE: T

CASE NBR: 0635001562
OPENED: 06/05/2002
CLOSED: 06/05/2002

LAST NAME: HART
TITLE: MR
ADDRESS: 20328 COLLIER DR
CITY: STRONGSVILLE
HOME PHONE: 440-8784583
MODEL YEAR: 2002
MILEAGE: 1485
DEALER NAME: WILLIAMS MOTOR CO.,
REASON CODE: 3025 PROD/COMP DUR/PERF - VEHICLE QUALITY
SYMPTOMS: 403700 EXHAUST SYSTEM INDICATOR

FIRST NAME: JASON
STATE: OH
MODEL: ESCAPE XLT 4X4
SALES CODE: F44130

STATUS: CLOSED
MI: J
ZIP: 44149
P & A: 02173

ORIGIN: CAC138 - US CONCERN CASE BASE COMMUNICATION: PHONE
ACTION: 688 - ADVISE INFO WILL BE SENT TO DLR; CONTACT CRM
DOCUMENT: ANALYST: KMCLEOD KIESHIA MCLEOD

DATE: 06/05/2002 TIME: 17.37.49:
ACTION DATA/COMMENTS:

CUSTOMER SAYS: WHILE GOING DOWN A HILL THE VEH LOST ALL
ENGINE POWER. INDICATOR CAME ON. NOTICE THAT THE STEERI
NG WHEEL STIFF UP. THIS HAPPEN FOR THE FIRST TIME WITH THI
S SPECIFIC MODEL VEH. HAD SAME CONCERN WITH A PREVIOUS YR
MODEL ESCAPE HAD TO DO A TRADE OFF ON THE VEH. CALLED U
P DLR SPOKE TO BRAD KENNETT(SALES REP) WILL BE EXPECTING C
ALLED BACK FROM THE DLR. WOULD LIKE TO HAVE CONCERN DOCUME
NTED. PER CUSTOMER, DEALER SAYS: SPOKE BRAD KENNETT(S
ALES REP) CAC ADVISED: - WE RECOMMEND THE REPAIR BE PERFOR
MED BY A FORD/LM DEALERSHIP - INFORMATION WILL BE SENT TO D
LR, CUSTOMER SHOULD CONTACT CRM/SERV MGR
ADVISED CUST THAT FORD MOTIVE
IS TO REPAIR THE VEH TO CUST SATISFACTION. INFERENCE CASE
ID: 4601

BEGINNING OF CONTACT
08/10/2002

VOICE OF THE CUSTOMER TRACKING SYSTEM

09.17.27

ION: 21 ATLANTA INFORMATION ISSUE CASE NBR: 0401021542
1FMYU03182KA05843 ZONE: A1 OPENED: 08/03/2002
ENGINE: 1 VEH TYPE: T CLOSED: 08/03/2002

LAST NAME: JOHNSON STATUS: CLOSED
TITLE: MRS MI: R
ADDRESS: 7115 HILLCREST CHASE DR FIRST NAME: KIMBERLY
CITY: AUSTELL STATE: GA ZIP: 30168
HOME PHONE: 770-8481430
MODEL YEAR: 2002 MODEL: ESCAPE XLT 4X2
MILEAGE: 10000
DEALER NAME: JOHN BLEAKLEY FORD SALES CODE: F21059 P & A: 00487
REASON CODE: 3025 PROD/COMP DUR/PERF - VEHICLE QUALITY
SYMPTOMS: 807493 STALL/QUITS AT IDLE ALL ENGINE TEMP

ORIGIN: CACI38 - US CONCERN CASE BASE COMMUNICATION: PHONE
ACTION: 688 - ADVISE INFO WILL BE SENT TO DLR; CONTACT CRM
DOCUMENT: ANALYST: JMARCELL JOANNE MARCELLE

DATE: 08/03/2002 TIME: 11.05.42:
ACTION DATA/COMMENTS:

VLC078TCUSTOMER SAYS: =CUST SAYS THE VEH IS STALLING. =CUST SAYS VEH WAS TAKEN TO DLRSHIP IN DEC. =CUST SAYS REPAIRS WERE MADE. =CUST SAYS VEH STALLED LAST WEEK. =CUST SAYS OTHER CUST HAVE HAD THE SAME CONCERNS AND WILL LIKE TO KNOW WHEN FORD WILL BE ADDRESSING THIS MATTER. =CUST SAYS DID CONTACT THE NHTSA SITE AND FOUND THE THE MATTER IS BEING INVESTIGATED AS WELL. CUST SAYS IS SEEKING RESOLUTION FROM FORD. =CUST SAYS IS SEEKING RESOLUTION. PER CUSTOMER, DEALER SAYS: = CAC ADVISED: - WE RECOMMEND THE REPAIR BE PERFORMED BY A FORD/LM DEALERSHIP - INFORMATION WILL BE SENT TO DLR, CUSTOMER SHOULD CONTACT CRM/SERV MGR . CSR ADVISE CUST OF THE ABOVE . CSR OFFERED CUST ESP BEING A TREATED CUST CUST REFUSED AND ADVISE SHE WILL LIKE THE VEH REPAIRED FOR CONCERNS IT'S SAFTY. INFERENCE CASE ID: 4681

ER82-827 27828

BEGINNING OF CONTACT
08/10/2002

VOICE OF THE CUSTOMER TRACKING SYSTEM

09.17.27

ZONE: E1	INFORMATION ISSUE	CASE NBR:	0335521542
ENGINE: 1	VEH TYPE: T	OPENED:	06/03/2002
		CLOSED:	06/03/2002

LAST NAME:	SMITH	FIRST NAME:	VALERIE	STATUS:	CLOSED
TITLE:	MS	MI:		MI:	E
ADDRESS:	728 KEY RD	STATE:	NC	ZIP:	27007
CITY:	ARARAT	MODEL:	ESCAPE XLT 4X4		
HOME PHONE:	338-3748542	SALES CODE:	F27512	P & A:	01384
MODEL YEAR:	2002				
MILEAGE:	8800				
DEALER NAME:	JOHNSON FAMILY FORD				
REASON CODE:	3025 PROD/COMP DUR/PERF - VEHICLE QUALITY				
SYMPTOMS:	607893 STALL/QUITS AT CRUISE ALL ENGINE TEMP				

ORIGIN: CAC138 - US CONCERN CASE BASE COMMUNICATION: PHONE
ACTION: 668 - ADVISE INFO WILL BE SENT TO DLR; CONTACT CRM
DOCUMENT: ANALYST: FBROOKS FAITHLYN BROOKS

DATE: 06/03/2002 TIME: 09:18:40:
ACTION DATA/COMMENTS:

CUSTOMER SAYS: - STATES SHE HAD A 2001 ESCAPE THAT HAD THE SAME PROBLEM AND FORD BOUGHT BACK VEH; - STATES VEH JUST CUTS OFF IN JANUARY; - TOOK VEH TO DRLSHP AND HAD REPAIR DONE; - STATES DRLSHP REPLACED THE EEC POWER RELAY - STATES VEH CUTS OFF AGAIN OVER THE WEEKEND; - STATES WHEN CRUISING DOWN HILL OR AROUND A CURB @ 35 OR 45MPH AND RPM BETWEEN 1-0; - STATES SHE IS VERY FRUSTRATED AND WANTS OUT OF VEH; PER CUSTOMER, DEALER SAYS: JOHNSON FAMILY FORD - SERV. MGR (GREG) - STATES FORD SEND OUT A TSB FOR CONCERN; - ADVISED CUST TO CONTACT CRC AND ADVISE THEM OF CONCERN; CAC ADVISED: - WE RECOMMEND THE REPAIR BE PERFORMED BY A FORD/LM DEALERSHIP - INFORMATION WILL BE SENT TO DLR, CUSTOMER SHOULD CONTACT CRM/SERV MGR INFERENCE CASE ID: 4591

ER82-827 27828

BEGINNING OF CONTACT
08/10/2002

VOICE OF THE CUSTOMER TRACKING SYSTEM

09.17.27

ION: 47 CINCINNATI
1FMCU04182KB22338

INFORMATION ISSUE
ZONE: E1
ENGINE: 1 VEH TYPE: T

CASE NBR: 1864833441
OPENED: 03/12/2002
CLOSED: 03/12/2002

LAST NAME: GEORGE
TITLE: MR
ADDRESS: 606 CHERRY TRACE DR
CITY: RICHMOND
HOME PHONE: 859-8245843
MODEL YEAR: 2002
MILEAGE: 3000
DEALER NAME: COMMONWEALTH FLM IN
REASON CODE: 1708 PRODUCT - NEGATIVE FEEDBACK
SYMPTOMS:

FIRST NAME: JAMES
STATE: KY
MODEL: ESCAPE XLT 4X4
SALES CODE: F47108

STATUS: CLOSED
MI: R
ZIP: 40475
P & A: 01084

ORIGIN: CAC108 - US INQUIRY CASE BASE COMMUNICATION: PHONE
ACTION: 828 - ADVISE CUSTOMER THE FEEDBACK HAS BEEN DOCUMENTED
DOCUMENT: ANALYST: MGARIBON MATHEW CARIBONI

DATE: 03/12/2002 TIME: 18.08.43:
ACTION DATA/COMMENTS:

CUSTOMER SAYS: -VEH WAS GOING 45 MILES/HR AND THE ENGINE S
HUT OFF COMPLETELY -SHE LOST CONTROL OF THE VEH AS THE POWE
R STEERING WAS GONE -VEH HAS BEEN TO THE DLRSHIP -THERE WA
S A NOTICE SENT OUT TO THE DLRSHIP REGARDING A SENSOR THAT N
EEDED REPLACEMENT -CUST CALLED THE ATTORNEY GENERAL -VEH D
OES NOT HAVE ANY CONCERNS -DOES NOT FEEL THE VEH IS SAFE =
CUST NO LONGER WANTS THE VEH PER CUSTOMER, DEALER SAYS: N
ONE CAC ADVISED: ADVISE CUSTOMER INFORMATION HAS BEEN DOCU
MENTED INFERENCE CASE ID: 867

ER02-827 27830

BEGINNING OF CONTACT
08/10/2002

VOICE OF THE CUSTOMER TRACKING SYSTEM

09.17.27

LOCATION: 47 CINCINNATI
VIN: 1FMCU04182KB22338
INFORMATION ISSUE
ZONE: E1
ENGINE: 1 VEH TYPE: T
CASE NBR: 1664833441
OPENED: 03/12/2002
CLOSED: 03/12/2002

LAST NAME: GEORGE
TITLE: MR
ADDRESS: 805 CHERRY TRACE DR
CITY: RICHMOND
HOME PHONE: 859-6245843
MODEL YEAR: 2002
MILEAGE: 3000
DEALER NAME: COMMONWEALTH FLM IN
REASON CODE: 1606 SALES - DEPOSIT
SYMPTOMS:
FIRST NAME: JAMES
STATE: KY
MODEL: ESCAPE XLT 4X4
SALES CODE: F47108
STATUS: CLOSED
MI: R
ZIP: 40475
P & A: 01034

ORIGIN: CAC108 - US INQUIRY CASE BASE COMMUNICATION: PHONE
ACTION: 236 - ADVISE CUST FORD IS UNABLE TO INTERVENE IN SALES ISSUES
DOCUMENT: ANALYST: M CARIBON MATHEW CARIBONI

DATE: 03/12/2002 TIME: 16.06.41:
ACTION DATA/COMMENTS:

CUSTOMER SAYS: -VEH WAS GOING 45 MILES/HR AND THE ENGINE S
HUT OFF COMPLETELY -SHE LOST CONTROL OF THE VEH AS THE POWE
R STEERING WAS GONE -VEH HAS BEEN TO THE DLRSHIP -THERE WA
S A NOTICE SENT OUT TO THE DLRSHIP REGARDING A SENSOR THAT N
EEDED REPLACEMENT -CUST CALLED THE ATTORNEY GENERAL -A DSB
APPLICATION IS BEING SENT -VEH DOES NOT HAVE ANY CONCERNS
-DOES NOT FEEL THE VEH IS SAFE -CUST NO LONGER WANTS THE V
EH PER CUSTOMER, DEALER SAYS: COMMONWEALTH FLM INC CAC A
DVISD: - DOCUMENTED AND FORWARDED INFORMATION TO CRM/SALES
MANAGER - CONTACT CRM/SALES MANAGER FOR FURTHER CLARIFICAT
ION - FORD MOTOR COMPANY IS UNABLE TO INTERVENE IN SALES IS
SUES INFERENCE CASE ID: 482

ER02-027 27631

BEGINNING OF CONTACT
08/10/2002

VOICE OF THE CUSTOMER TRACKING SYSTEM

09.17.27

ZONE: INQUIRY ISSUE CASE NBR: 1594371432
ZONE: OPENED: 08/04/2002
ENGINE: 1 VEH TYPE: T CLOSED: 08/04/2002

LAST NAME: BIRNIE STATUS: CLOSED
TITLE: MS FIRST NAME: ELAINE MR:
ADDRESS: 5868 BEHARRELL RD CITY: ABBOTSFORD STATE: BC ZIP: V3G1R9
HOME PHONE: 604-8200825 MODEL: ESCAPE XLT 4X4
MODEL YEAR: 2002 MILEAGE: 9000
DEALER NAME: SALES CODE: P & A:
REASON CODE: 1706 PRODUCT - NEGATIVE FEEDBACK
SYMPTOMS:

ORIGIN: CAC143 - CAN INQUIRY CASE BASE COMMUNICATION: PHONE
ACTION: 992 - ADVISE CUSTOMER INFORMATION HAS BEEN DOCUMENTED
DOCUMENT: ANALYST: SALEXA12 STACEY ALEXANDER

DATE: 08/04/2002 TIME: 17.45.42:
ACTION DATA/COMMENTS:

CUSTOMER SAYS: = CUST CALLING BASED ON SURVEY SENT IN
SURVEY RECEIVED ## = CUST WOULD LIKE FORD TO K
NOW IF THERE IS ANYTHING WRONG WITH THE TRANSMISSION = W
HEN THE VEHICLE IS PUT INTO REVERSE ON A STOP IT STARTS TO R
OLL FORWARD BEFORE STEPPING ON THE GAS; = CLAIMS THAT WHE
N THE VEHICLE IS ON INCLINE THE VEHICLE GOES BACK BEFORE TA
KING OFF; = THE VEHICLE STALLED WHEN GOING DOWN HILL.. THE
VEHICLE THEN STALLED; = THE PROBLEM IS NO LONGER THERE; =
THE SEAT BELT IS NOT COMFORTABLE ... THE SEAT BELT TIGHTENS
UP AROUND THE WAIST WHEN IN MOTION... PER CUSTOMER, DEALER
SAYS: CAM CLARK FORD SALES LANGLEY L (804) 594-3277; 2
0109 FRASER HIGHWAY LANGLEY, BC V3A 4E4 TEL: 604-634-3277
CAC ADVISED: ADVISE CUSTOMER INFORMATION HAS BEEN DOCUME
NTED. CONSEILLEZ LE CLIENT QUE SES RENSEIGNMENTS ONT ETE ENR
EGISTRES; = NO FSA OR CSP = INFERENCE CASE ID: 1521

ENR2-627 27532

BEGINNING OF CONTACT
06/10/2002

VOICE OF THE CUSTOMER TRACKING SYSTEM

09.17.27

REGION: 44 PITTSBURGH
ID: 1FMYU04192KC89694

INFORMATION ISSUE
ZONE: C2
ENGINE: 1 VEH TYPE: T

CASE NBR: 0635001582
OPENED: 06/05/2002
CLOSED: 06/05/2002

LAST NAME: HART
TITLE: MR
ADDRESS: 20328 COLLIER DR
CITY: STRONGSVILLE
HOME PHONE: 440-8784583
MODEL YEAR: 2002
MILEAGE: 1485
DEALER NAME: WILLIAMS MOTOR CO.,
REASON CODE: 3025 PROD/COMP DUR/PERF - VEHICLE QUALITY
SYMPTOMS: 403700 EXHAUST SYSTEM INDICATOR

FIRST NAME: JASON
STATE: OH
MODEL: ESCAPE XLT 4X4
SALES CODE: F44130

STATUS: CLOSED
MI: J
ZIP: 44149
P & A: 02173

ORIGIN: CACI38 - US CONCERN CASE BASE COMMUNICATION: PHONE
ACTION: 688 - ADVISE INFO WILL BE SENT TO DLR; CONTACT CRM
DOCUMENT: ANALYST: KMCLEOD KIESHIA MCLEOD

DATE: 06/05/2002 TIME: 17.37.49:
ACTION DATA/COMMENTS:

CUSTOMER SAYS: WHILE GOING DOWN A HILL THE VEH LOST ALL
ENGINE POWER. INDICATOR CAME ON. NOTICE THAT THE STEERI
NG WHEEL STIFF UP. THIS HAPPEN FOR THE FIRST TIME WITH THI
S SPECIFIC MODEL VEH. HAD SAME CONCERN WITH A PREVIOUS YR
MODEL ESCAPE HAD TO DO A TRADE OFF ON THE VEH. CALLED U
P DLR SPOKE TO BRAD KENNETT(SALES REP) WILL BE EXPECTING C
ALLED BACK FROM THE DLR. WOULD LIKE TO HAVE CONCERN DOCUME
NTED. PER CUSTOMER, DEALER SAYS: SPOKE BRAD KENNETT(S
ALES REP) CAC ADVISED: - WE RECOMMEND THE REPAIR BE PERFOR
MED BY A FORD/LM DEALERSHIP - INFORMATION WILL BE SENT TO D
LR, CUSTOMER SHOULD CONTACT CRM/SERV MGR
ADVISED CUST THAT FORD MOTIVE
IS TO REPAIR THE VEH TO CUST SATISFACTION. INFERENCE CASE
ID: 4591

EA82-827 27533

From: Williams, Les (LHW.)
Sent: Wednesday, April 10, 2002 11:39 AM
To: Dalbo, Bob (R.J.)
Co: Sanders, Muriel (M.S.)
Subject: RE: Having too much fun...

I don't know, I asked her and she wasn't sure which wire...what I will do is call her again and ask her to track down her paperwork so she can get back to me. I'll keep you posted...

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 11:23 AM
To: Williams, Les (LHW.); Sanders, Muriel (M.S.)
Subject: RE: Having too much fun...

Fascinating - especially the hesitation thing! How do we track down what wire was rubbing?

I'm glad you're finally getting some joy out of this stall fiasco!

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: Williams, Les (LHW.)
Sent: Tuesday, April 09, 2002 8:01 PM
To: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.)
Subject: Having too much fun...

dammit I gotta share this with ya'll...

I'm talkin' on the phone with an elderly lady from TX, and it turns out her car never stalled just hesitated b/c an insulated wire was touching a component and causing vehicle to hesitate on acceleration (if wire was not insulated it would have shut vehicle off). She said this has been a prob on many escapes, and her situation is cool now. ANYways, we get into a cool conversation about TX and she asked me to make her car payments. I said only if you cook my dinner for the next 5 yrs. She says no prob, and asked if I like Mexican. We get into this long conversation about how sunny it is down there and she says, 'Man I have a great Tan from all this weather, you gotta get out of MI and move down south' I go, 'I got you beat lady, I'm BLACK...I have a permanent tan.' We laugh for about 3 minutes non-stop. I'm having too much fun (and not getting enough sleep).

From: Bauer, Scott (S.C.)
Sent: Wednesday, April 10, 2002 11:44 AM
To: Dalbo, Bob (R.J.); Souchock, Peter (P.D.)
Subject: RE: Escape VINs

Yes. These came from the warranty claims that were identified as "may relate to the alleged defect" but did not have enough/any information on whether or not the engine was able to restart: "A3" classification. FYI ... "A1" = stalls with restart, "A2" = stalls with no restart. The "A3" category represented the vast majority of all the claims.

I've attached a cleaned-up version of the file Chuck sent--formatted for printing and numbered. Please use this list when dividing up among the callers. Thanks for your help!!!

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 11:31 AM
To: "Chuck Fugate"; Bauer, Scott (S.C.)
Cc: Munoz, Kathleen (K.); Souchock, Peter (P.D.); Dalbo, Bob (R.J.)
Subject: RE: Escape VINs

These are all customers with stalling complaints, correct?

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: Chuck Fugate [mailto:Chuck_Fugate@polk.com]
Sent: Wednesday, April 10, 2002 11:23 AM
To: sbauer@ford.com
Cc: kmunoz2@ford.com; psouchoc@ford.com; rdalbo@ford.com
Subject: Escape VINs

To all:

Attached is the Escape file with appended name, address and phone numbers, where available.

I have sent you only the VINs with phone numbers - around 700 records.

Please contact me if you have any questions.

Chuck Fugate
Account Executive
248.728.7459
chuck_fugate@polk.com

ENG2-827 27635

This message has originated from R.L. Polk & Co.

The email and any files transmitted with it are confidential and intended solely for the individual or entity to whom they are addressed.

If you have received this email in error please delete this message and notify the Polk System Administrator at postmaster@polk.com

No.	VIN	1ST INIT	MID INIT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
1	1FMYU03141KB41881	C		HERRINGTON	234 LAKE FOREST WAY	MAYLENE	AL	351144917	4	2056211865
2	1FMYU05121KB07807	H	B	DUPREE	1082 ANNE LEE RD	TRUSSVILLE	AL	351734070	4	2056407828
3	1FMYU03181KB12489	E	L	DAVIS	6562 BRIAR RD	QUINTON	AL	351309159	4	2056748129
4	1FMYU01121KE57589	J	L	GRIFFIN	300 3RD AVE S	CLANTON	AL	350453559	4	205754782
5	1FMYU03181KE78443	T	L	VEST	7204 4TH AVE N	BIRMINGHAM	AL	352084736	4	2058383771
6	1FMYU03191KD91047	W	R	MELICHAIR	2109 BROOK HIGHLAND RDG	BIRMINGHAM	AL	352425871	4	2059801104
7	1FMYU01141KB08432	B	W	JOHNSTON	1300 E CHARMAINE CIR	MOBILE	AL	366033711	4	2514780636
8	1FMYU03181KF89780	R	G	FINDLEY	5898 RIDGE RD	BREWTON	AL	364284726	4	2518673530
9	1FMYU03181KA01804	M	T	ROBERTS	302 MARY ELLEN DR	MUSCLE SHOALS	AL	356614772	4	2583832991
10	1FMYU011X1KA80147	M	A	KENAMER	240 MOSES DR	HENAGAR	AL	359785736	4	2566578632
11	1FMYU03121KB23646	K	W	POTTS	210 WOODFIELD CT	FLORENCE	AL	356306829	4	2567877379
12	1FMCU04171KA90004	W	G	BENNETT	2830 STEEPLE CHASE LN	MONTGOMERY	AL	361161063	4	3342157514
13	1FMYU03121KB04861	J	E	PARKS	2493 KELLY BOTTOM LN	DEATSVILLE	AL	360222738	4	3343653065
14	1FMYU03151KF33888	E		HUTCHINSON	305 E SAND CREEK RD	ENTERPRISE	AL	353301044	4	3343833324
15	1FMYU04181KF72945	G	V	COBB	1424 LANCELOT ST	LOWELL	AR	727458501	4	4796593018
16	1FMYU03191KF85596	S		CRIMARCO	12112 PLEASANT FOREST DR	LITTLE ROCK	AR	722122313	4	5012238377
17	1FMYU03101KC20543	K	L	MCCALMON	2803 CREEKBIDE DR	LITTLE ROCK	AR	722114588	4	5012244888
18	1FMYU03141KC21868	R		TOWNSEND	16724 COLONEL GLENN RD	LITTLE ROCK	AR	722101617	4	5018212189
19	1FMYU03171KB83244	M		JOHNSON	1 TEN TEE DR	MALMELLE	AR	721138445	4	5018518077
20	1FMYU03141KB23284	J	L	CHAMBLISS	3586 HIGHWAY 80 W	PERRYVILLE	AR	721288821	4	5018692901
21	1FMYU04151KE57830	T	A	ROBERTS	1812 N ARROWHEAD CIR	CHANDLER	AZ	852242719	4	4808574841
22	1FMYU02151KE97736	J	C	MIRDEN	7401 S GIACHERY AVE	TUCSON	AZ	857475612	4	6206747188
23	1FMYU04181KB23184	F	H	MANN	60 BROKEN ARROW DR	SEDONA	AZ	863518888	4	9282849873
24	1FMYU02141KA26115	L	A	STEVENSON/NGLES	2183 PETTIGREW CT	STOCKTON	CA	952108771	4	2094777512
25	1FMCU04191KB22802	J	L	ZIMMERMAN	1901 GREENWOOD DR	MODESTO	CA	953504841	4	2095288741
26	1FMYU03111KB40345	P	J	CLAROT	1500 TAYLOR RD	CELES	CA	95307	4	2095372062
27	1FMYU03181KA94180	R	A	GUZMAN	2832 DORSET LN	TRACY	CA	953775384	4	2098385849
28	1FMYU03141KF57720	M		KELTON	2718 OCEAN PARK BLVD STE 3008	SANTA MONICA	CA	904055289	4	3103884514
29	1FMYU03191KE78205	K	M	COOPER	3601 GRAND VIEW BLVD	LOS ANGELES	CA	900883107	4	3103975517
30	1FMYU031X1KF00855	C		BRYANT	2318 S GRAND AVE # 1	SAN PEDRO	CA	907315916	4	3105488599
31	1FMYU04181KF92943	Y	R	WHITE	3788 CHESTWAY PL	LOS ANGELES	CA	900431705	4	3232919482
32	1FMCU04121KE78748	P		LEWICKI	7254 HOLLYWOOD BLVD	LOS ANGELES	CA	900483152	4	3238748549
33	1FMCU041X1KE81428	D	R	KELLEY	6253 CALLE BONITA	SAN JOSE	CA	951204902	4	4083238343
34	1FMCU041X1KF17867	K	L	LUCKHARDT	3200 PAYNE AVE APT 1	SAN JOSE	CA	951173518	4	4083748315
35	1FMYU01131KE77084	N	T	ANG	4331 RENAISSANCE DR APT 211	SAN JOSE	CA	951342818	4	4085648611
36	1FMCU04171KF84119	G	R	POMIANEK	3692 GREENHILLS AVE	CASTRO VALLEY	CA	945463377	4	5108897887
37	1FMCU03111KA89407	S		NALLAR	1344 MERRITT	EL CAJON	CA	92020	4	6194473265
38	1FMCU04181KF59918	E	P	APARIS	1238 CRYSTAL SPRINGS DR	CHULA VISTA	CA	619152122	4	6196588387
39	1FMYU03181KC20882	J	D	BAILEY	315 ALABAMA ST	SAN GABRIEL	CA	917752305	4	6262873191
40	1FMYU03181KC28618	E		SAVANY	830 FEATHER AVE	LA PUENTE	CA	917481228	4	626621524
41	1FMYU04131KF88579	J		O'CONNOR	614 BROWN ST	HEALDSBURG	CA	954483711	4	7075232411
42	1FMYU031X1KB24868	N	R	KWIECIEN	310 S JEFFERSON ST APT 39B	PLACENTIA	CA	926708489	4	7145288333
43	1FMYU01171KA68828	G		GALVAN	515 W CHAPMAN AVE	PLACENTIA	CA	926705702	4	7145288785

PE01-043

Second Set of Phone Numbers from Polk (699 total)

April 10, 2002

No.	VIN	1ST INIT	MID INIT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	BATCH CODE	PHONE
44	1FMYU03161KC41719	P	J	GARZA	13922 HARPER ST	SANTA ANA	CA	927031423	4	7146543688
45	1FMYU03161KC92882	D		BLASHAW	2218 AVENIDA SOLEDAD	FULLERTON	CA	928331315	4	7148711217
46	1FMYU03141KB73615	J	R	VANSUMEREN	74787 DIAMOND BAR RD	TWENTYNIN PLM	CA	922776701	4	7603617403
47	1FMYU03111KB23156	K	J	SPENCER	1706 WOODLARK LN	FALLBROOK	CA	92084264	4	7607511244
48	1FMYU03151KE96195	J	E	GILBERT	1815 HANSON LN	RAMONA	CA	920633308	4	7607897888
49	1FMYU04161KC57384	M	D	MILLIGAN	7898 CALLE POSADA	CARLSBAD	CA	920099304	4	7609437401
50	1FMYU03101KC82839	A	G	MORETZSKY	24228 HIGHLANDER RD	WEST HILLS	CA	913071245	4	8183405358
51	1FMCU03161KB61086	A		MILLMAN	235 N VALLEY ST APT 320	BURBANK	CA	915053982	4	8185593382
52	1FMYU03141KE72523	J	P	KELLERINDER	11328 MEADOW FLOWER PL	SAN DIEGO	CA	921272035	4	8584875071
53	1FMCU04161KB73303	S	J	LUCCIA	1395 SUNFLOWER LN	BRENTWOOD	CA	945136502	4	9252400674
54	1FMYU01111KE90730	J	E	JAMESON	10 BEAUMONT	ALISO VIEJO	CA	925567032	4	9493627949
55	1FMYU03111KB98883	B	H	BARDSLEY	39 PASEO VESPERTINO	RCHO STA MARG	CA	925883870	4	9496888374
58	1FMCU03111KB72484	P	N	MCLOUGHLIN	20792 RAINTREE LN	TRABUCO CYN	CA	925783379	4	9498585086
57	1FMCU04161KB22680	C	F	PALMER	18542 W 58TH DR	GOLDEN	CO	804031287	4	3032787806
58	1FMYU04131KB11895	M		MANGINO	6054 W 79TH AVE	ARVADA	CO	800022402	4	3034317084
59	1FMYU04131KB17465	M	K	PRELLMAN	8415 W 97TH PL	BROOMFIELD	CO	800216841	4	3034872823
60	1FMCU04171KB4893	A		STRAZI	3892 MORNING GLORY DR	CASTLE ROCK	CO	801048455	4	3036832501
61	1FMCU04161KB18898	K	L	TRACHSEL	2161 S TROY WAY	AURORA	CO	800142792	4	3036715252
62	1FMCU04141KB85011	D		GUERRA	6370 E MINERAL PL	ENGLEWOOD	CO	801123018	4	3037710741
63	1FMYU04121KB81700	J	M	MOSE	2709 S HOOKER ST	DENVER	CO	802362507	4	3039376349
64	1FMYU04141KE71398	L	M	SERSANTE	13421 W FLORIDA DR	DENVER	CO	802283744	4	3039871308
65	1FMYU04151KB22899	D	D	FONG	2733 S FENTON ST	DENVER	CO	802274117	4	3039888663
66	1FMCU04171KB6858	J	H	VANDERLUGT	6955 SNOWBIRD DR	COLORADO SPGS	CO	809181307	4	7195266158
67	1FMCU04161KB44893	W	B	GRAVES	2375 ROSSMERE ST	COLORADO SPGS	CO	809194838	4	7195982511
68	1FMYU04161KB33305	P	G	DELLINGER	850 PINON PINE RD	MANITOU SPGS	CO	808293870	4	7196851847
69	1FMYU02171KE72829	G		BROVETTO	440 SUNNY GLEN CT	WOODLAND PARK	CO	808637000	4	7196878222
70	1FMCU041X1KB44785	E	A	GIORGI	22 SEMINOLE DR	DANBURY	CT	068114420	4	2037434456
71	1FMYU041X1KB281818	L		ALMEDIA	10 GEORGE ST	DANBURY	CT	068107799	4	2037437986
72	1FMYU04151KB13742	L	A	MCKENNA	39 GILLOTTI RD	NEW FAIRFIELD	CT	068122514	4	2037485336
73	1FMYU01101KA58146	P	F	GIANNI	19 PARK PL	MIDDLETOWN	CT	064572818	4	8608440718
74	1FMYU04181KB40728	J	B	SWOPE	12 ARCHERS LN	NEW MILFORD	CT	067762802	4	8603644369
75	1FMYU04131KE75511	A	W	DIAZ	75 COLBURN RD	CANTERBURY	CT	063911116	4	8605488808
76	1FMYU03181KB00007	P	B	CALLAHAN	218 PARK AVE	NEW CASTLE	DE	197204718	4	3023286361
77	1FMYU04111KA78450	D	D	GOOD	322 CHATTAHOOCHEE DR	BEAR	DE	197014808	4	3028348228
78	1FMYU01181KA81152	C	F	PARKER	426 PALM DR	ISLAMORADA	FL	330864210	4	3058528302
79	1FMYU01161KB78913	R	M	FERGUSON	37698 DEERWOODS DR	EUSTIS	FL	327368416	4	3523575407
80	1FMYU01141KE72348	J	A	WEST	110 NW 65TH ST	GAINESVILLE	FL	326072133	4	3523773791
81	1FMYU01151KA85221	D		STIMSON	1858 PICKENS CT	DELTONA	FL	327384236	4	3865322041
82	1FMYU01161KB58184	M	P	HOLLEY	503 NW 6TH AVE	BOYNTON BEACH	FL	334933029	4	5617343621
83	1FMYU01121KB42057	J	L	MILLER	17665 70TH ST N	LOXAHATCHEE	FL	334703258	4	5617901128
84	1FMYU01121KB82295	B		TOWER	4178 SE PALMETTO ST	STUART	FL	349764776	4	7722831968
85	1FMCU04131KB81571	K	J	BARRETT	400 56TH CT SW	VERO BEACH	FL	329683986	4	7725677857
86	1FMYU01161KE78611	D	B	DAMICO	10902 LAKE ANDOVER BLVD	TAMPA	FL	336244818	4	8138080479

No.	VIN	1ST INIT	MID INIT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
87	1FMYU01161KA16907	G	P	BERNARDO	6001 LAKETREE LN APT K	TAMPA	FL	336171818	4	8139902418
88	1FMYU03141KF87557	D	L	HARRIS	3447 KAYLEE ST	TALLAHASSEE	FL	323179040	4	8503087358
89	1FMYU08181KA03499	C	A	PORTER	8209 VICKSBURG DR	PENSACOLA	FL	925037555	4	8504780311
90	1FMYU01141KF44887	J	L	ROWE	201 PENSACOLA BEACH RD APT D8	GULF BREEZE	FL	325614849	4	8508180945
91	1FMYU03171KB13019	M	M	REDMOND	5157 ROSEWOOD CREEK DR	MILTON	FL	325718282	4	8509950515
92	1FMYU041X1KF01883	R	V	LEWIS	800 LAKE JESSIE DR	WINTER HAVEN	FL	338811100	4	8639677738
93	1FMYU01151KA45502	D	R	BOYER	4090 HODGES BLVD APT 2108	JACKSONVILLE	FL	322244214	4	9042239070
94	1FMCU04181KF13457	M	L	RASCICOT	8747 LONG MEADOW CIR S	JACKSONVILLE	FL	322446188	4	9045738087
95	1FMYU01171KA65119	F	A	MATHEU	9498 SAN JOSE BLVD APT 20	JACKSONVILLE	FL	322575512	4	9047327403
96	1FMYU08151KB83344	L	K	DANIEL	7878 SARCEE TRL	JACKSONVILLE	FL	322445428	4	9047778371
97	1FMYU08191KE57818	D	E	MCGRAW	3583 CHAPPI WAY	JACKSONVILLE	FL	322235302	4	9048664342
98	1FMCU03171KD99756	T	S	BAKER	213 VIA DE LUNA	ENGLEWOOD	FL	342245103	4	9414746812
99	1FMYU08101KD99761	R	A	ROSS	20255 BANNER AVE	PT CHARLOTTE	FL	339624013	4	9418242882
100	1FMYU08121KE78548	G	R	WALTER	8419 3RD AVE NE	BRADENTON	FL	342086076	4	9417452427
101	1FMYU08151KE88243	P	W	SHANAHAN	2000 S OCEAN DR APT 1608	FT LAUDERDALE	FL	333183813	4	9544322803
102	1FMYU011X1KF83401	A		CORNADO	8201 SWANS TER	POMPAUN BEACH	FL	330732827	4	8547258082
103	1FMYU01191KE71141	L	R	WEISS	7932 VENETIAN ST	HOLLYWOOD	FL	330232448	4	8549812349
104	1FMYU031X1KB52011	L	L	FUSSELL	1225 WALKER DR	DECATUR	GA	300304756	4	4042841100
105	1FMCU03161KF18001	S	C	HOLT	1215 BLUEBERRY TRL	DECATUR	GA	300333006	4	4043252551
106	1FMYU03171KC40191	F	C	TOETTCHER	885 BRIARCLIFF RD NE APT 21	ATLANTA	GA	303064649	4	4043776883
107	1FMCU04111KB42704	N	T	BRIGHAM	160 NORTHLAND RIDGE TRIL NE	ATLANTA	GA	303422467	4	4047058251
108	1FMYU03141KF83291	M	R	JOHNSON	45 OLD LANTERN DR	STOCKBRIDGE	GA	302811353	4	6782898532
109	1FMYU03121KE82048	D	D	ADAMS	3922 FRASER CIR	GAINESVILLE	GA	305082698	4	6784500800
110	1FMYU03121KB82684	T	L	BABER	170 HIDDEN BROOK TRIL	FAYETTEVILLE	GA	302154944	4	6788175651
111	1FMYU03181KF17558	A		GARLAND	1927 PATTERSON PARK PL	LAWRENCEVILLE	GA	300447727	4	6788888688
112	1FMCU04171KF38000	R	A	FOULTS	13575 HIGHWAY 106	CARNESVILLE	GA	305212842	4	7063842091
113	1FMYU03181KF87080	P	M	FOUST	9307 RAVENWOOD DR	AUGUSTA	GA	309073528	4	7066505813
114	1FMYU01161KD99271	C	A	NIELSEN	187 LEWIS ST	ROSSVILLE	GA	307415134	4	7068580848
115	1FMYU03151KB24150	A	M	BROOKS	794 FAIRCLOTH RD	EVANS	GA	30809	4	7069098853
116	1FMYU03181KA88353	F	C	JOHNSON	116 ASHLING DR	LAGRANGE	GA	302409533	4	7068840291
117	1FMYU03181KF82700	C	B	GATES	1515 HOGANSVILLE RD APT 172	LAGRANGE	GA	302411485	4	7068841849
118	1FMCU04111KE99903	J	D	JOHNSON	4950 ANSLY LN	CUMMING	GA	300408021	4	7702056495
119	1FMYU01141KF82273	M	E	DOUCHER	2895 DEVON LEIGH WALK	DULUTH	GA	300988871	4	7702322847
120	1FMYU03121KF09987	R	W	PURCELL	350 SAINT MARKS DR SW	LILBURN	GA	300474117	4	7702792587
121	1FMYU03111KF55861	M	E	PETERS	1304 DUNGAN DR NW	KENNESAW	GA	301525492	4	7704289220
122	1FMYU01141KD99186	G	D	MOTE	1349 WINBORN CIR NW	KENNESAW	GA	301528854	4	7704261123
123	1FMYU01121KA29287	R	L	MCMAHON	135 ASHLEY FOREST DR	FAYETTEVILLE	GA	302143682	4	7704805150
124	1FMYU03171KF86127	K	A	QUINN	3341 STEWART LAKE RD	MONROE	GA	308555745	4	7704882150
125	1FMYU03191KB29173	W	S	THOMPSON	143 6TH AVE	JONESBORO	GA	302983200	4	7704723526
126	1FMYU04101KE70587	T	D	JONES	3825 HAMBY RD	ALPHARETTA	GA	300042972	4	7704756248
127	1FMYU03191KA86377	J	L	BAKER	9143 HIDDEN VLY	DOUGLASVILLE	GA	301351250	4	7704888326
128	1FMYU031X1KB80903	L	S	BANDELA	3170 ENNFIELD LN	DULUTH	GA	300967701	4	7704653366
129	1FMYU03151KE78578	R	L	WALLIS	1281 FRANCINE CT	DECATUR	GA	300333320	4	7704981703

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130	1FMYU09181KF33176	P		BALASUBRAMANIAN	3341 GRANMORE CHASE	MARIETTA	GA	300664792	4	7705086580
131	1FMYU09101KA72880	E	A	MILLER	465 RENEE CIR	ROSWELL	GA	300752870	4	7705528059
132	1FMYU03171KE58311	L	L	LEVERETTE	680 LUTHER BAILEY RD	SENOIA	GA	302782707	4	7705988158
133	1FMYU03101KF93789	J	H	DODD	1100 INDIAN TRAIL LILBURN RD APT 1707	NORCROSS	GA	300934586	4	7706988321
134	1FMYU04111KF53990	D	J	MATTHEWS	1558 PROSPECT RD	ARAGON	GA	301042442	4	7706846404
135	1FMYU09181KF09254	D	L	SHANDON	3305 GOLFE LINKS DR	SNELLVILLE	GA	300394728	4	7706851958
136	1FMYU04111KD91283	S	M	CARTER	3324 PIEDMONT HWY	CEDARTOWN	GA	301266661	4	7707483238
137	1FMYU09181KF34708	J	M	HEALAN	505 ARBOR CREEK CT	ROSWELL	GA	300785808	4	7707525887
138	1FMCL04141KB02748	S	D	COMER	3825 HAMBLY OAKS DR	ALPHARETTA	GA	300046920	4	7707539017
139	1FMYU09121KB41834	M	L	STEELE	10084 LAKEVIEW PKWY	VILLA RICA	GA	301807833	4	7706880410
140	1FMYU04101KF62217	V	A	AIKENS	1197 CARL BETHLEHEM RD	WINDER	GA	306807844	4	7706871941
141	1FMYU031X1KB82185	K	L	GATES	2826 LAKE MONROE RD	DOUGLASVILLE	GA	301352132	4	7709205589
142	1FMYU03141KC20089	T	J	MADDOX	285 ROCKBRIDGE RD	LILBURN	GA	30047	4	7708213671
143	1FMYU03101KA34758	T	G	CHIMA	824 FERNWOOD RD	WOODSTOCK	GA	301891518	4	7708241358
144	1FMYU01131KE72354	G	A	SHULER	469 LEMANS DR	BLOOMINGDALE	GA	313024852	4	9127485314
145	1FMYU09151KB24889	A	L	LOPEZ	45-659 PUOHALA ST	KANEHOE	HI	967442837	4	8062354160
146	1FMYU03161KD82074	G	W	OLIVA	84-1097 KAAHOLO ST	WAIPAHU	HI	967971263	4	8066780774
147	1FMYU04161KB93290	R	E	PALMA	8105 OPAEKAA RD	KAPAA	HI	967488435	4	8068238960
148	1FMCL04191KF54319	N	B	AQUINALDO	6131 OLOHENA RD	KAPAA	HI	967488704	4	8068238169
149	1FMYU04141KB650365	E	L	HEFEL	680 VALENTINE DR	DUBUQUE	IA	520030220	4	5635662812
150	1FMYU04121KD97318	T	J	YANNONE	212 MEADOWLANDS DR	SHERMAN	IL	626849442	4	2174963910
151	1FMYU02111KE78883	C	J	COWGUR	2836 E LAKE SHORE DR	SPRINGFIELD	IL	627078814	4	2175298654
152	1FMCL04111KA44854	D	E	ALEXANDER	105 LINDEN ST	MARSHALL	IL	624414260	4	2178262634
153	1FMYU01171KE78885	T	M	VANAUSSDALL	916 REBECCA AVE	CARBON CLIFF	IL	612997008	4	3097960085
154	1FMYU03181KA83887	D	M	REYNOLDS	1603 SARATOGA DR	COLLINSVILLE	IL	622344351	4	6183443487
155	1FMYU04101KB80043	C	A	HAGLER	97 UNION HILL RD	CARBONDALE	IL	629017854	4	6185497531
156	1FMYU04101KB41899	L	W	BASSETT	1111 BRUNSWICK LN	AURORA	IL	605048809	4	6306201812
157	1FMYU02171KA25814	K		CZECHURA	2225 N 77TH AVE	ELMWOOD PARK	IL	607073015	4	7085838506
158	1FMYU03111KE85164	D		LANDINGHAM	1516 DIPLOMAT LN	CHICAGO HTS	IL	604113045	4	7087577152
159	1FMYU04151KE97980	R	C	PECHOUS	3799 CUYLER AVE	BERWYN	IL	604024005	4	7087864382
160	1FMYU02131KE83112	R	S	PERRY	513 MANISTEE AVE	CALUMET CITY	IL	604093311	4	7088682681
161	1FMYU01181KA68406	A	J	RITTER	3754 N RIDGEWAY AVE	CHICAGO	IL	606184012	4	7734835058
162	1FMYU04121KE58478	N	S	TAKACS	13351 S AVENUE M	CHICAGO	IL	606391503	4	7738463358
163	1FMYU01121KA58711	D		IRBY	7820 S SOUTH SHORE DR	CHICAGO	IL	606495448	4	7737219281
164	1FMYU01161KF45158	A		COOPER	9252 S ADA ST	CHICAGO	IL	606203653	4	7738814523
165	1FMCL04101KF42978	J		GONZALEZ	1801 SIERRA TRL	ROMEDEVILLE	IL	604465025	4	545127
166	1FMYU04101KE70808	K		KAYWOOD	2305 N LONG LN	MCHENRY	IL	600509798	4	638812
167	1FMYU04161KF91885	R		BOLL	974 N BUTTERNUT CIR	FRANKFORT	IL	604232108	4	639827
168	1FMYU03111KB970672	K	M	PASSARELLI	1537 COMMODORE CT UNIT 3	SCHAUMBURG	IL	601835471	4	230848
169	1FMYU02111KA46564	J	A	GELDMACHER	10 N 890TH YORK LN	ELGIN	IL	60123	4	611525
170	1FMYU01161KB05660	F		BELCASTER	6829 W 85TH CT	CROWN POINT	IN	463078121	4	653134
171	1FMYU03141KE00334	D	J	SCOTT	3823 WEISSER PARK AVE	FORT WAYNE	IN	468061812	4	452311
172	1FMYU02181KE80754	S	J	KOZAROVICH	2443 OAKBROOK DR	KOKOMO	IN	459027517	4	659357

No.	VIN	1ST INIT	MID INIT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
173	1FMYU02131KA49780	H		GREGORY	209 7TH ST	OOLITIC	IN	474518755	4	8122782034
174	1FMYU04191KC38327	A	J	GRAF	24137 JAMES LAKE RD	GUILFORD	IN	470229724	4	8126282124
175	1FMCU04151KF54468	K	L	SOLECKI	9100 MOFFETT LN	EVANSVILLE	IN	477251428	4	8129675493
176	1FMYU04141KB84888	R	D	BROWN	501 RIVERVIEW DR	SALEM	IN	471879170	4	8129835790
177	1FMYU04131KF55178	C	E	MALLE	8002 SW 23RD TER	TOPEKA	KS	666144214	4	7852738873
178	1FMYU04181KF16747	B	J	HITCHINGS	2333 SPAIN DR	MANHATTAN	KS	665027613	4	7857703253
179	1FMYU031X1KE04781	J	P	GARRETT	584 EISENHOWER RD	RICHMOND	KS	680809185	4	7858356335
180	1FMYU04101KD82473	M	R	GRAY	12517 W 61ST ST	SHAWNEE	KS	662161805	4	8132684268
181	1FMYU04181KF10364	R	C	VEHRING	1628 E 120TH ST	OLATHE	KS	660619513	4	9133632007
182	1FMYU03101KA89722	S	C	MARTIN	16666 S BLACKFOOT ST	OLATHE	KS	660623878	4	9133970826
183	1FMYU04101KB88031	K	S	BOLEN	PO BOX 612	LA CYGNE	KS	660400512	4	9137572536
184	1FMCU04131KC21730	V	J	SMITH	15308 W 122ND	OLATHE	KS	66062	4	9137841604
185	1FMYU01141KA25225	D	L	MCKINZIE	17738 MILLWOOD RD	LEAVENWORTH	KS	660498494	4	9137720000
186	1FMYU01181KA47544	S	K	COOPER	14001 NEWTON ST APT 1408	OVERLAND PARK	KS	662233196	4	9138148033
187	1FMYU04151KB40489	C	M	HAGSTRUM	14089 W 129TH CIR	OLATHE	KS	660628875	4	9136296366
188	1FMYU03131KF32823	T	A	FALSEY	11321 W 131ST ST	OVERLAND PARK	KS	662194480	4	9136614607
189	1FMYU04141KB90681	B	J	BINGHAM	120 VIRGINIA DR	MORGANFIELD	KY	424376296	4	2703890236
190	1FMYU04131KF87273	B	S	SANDERS	148 JOE MOODY RD	BROWNSVILLE	KY	422108508	4	2706972908
191	1FMYU04121KF58970	S		MAYHEW	111 TRAPPERS TRL	GLASGOW	KY	421411247	4	2706782400
192	1FMYU03131KB90882	T	R	WALDNER	5001 SUNDOWN CT APT C	LOUISVILLE	KY	402224780	4	5024290211
193	1FMCU04161KF85754	S	M	CAULEY	2821 WINDSOR FOREST DR	LOUISVILLE	KY	402722341	4	5029337616
194	1FMYU03181KF54253	K		BECKMANN	8204 KRYSTAL RIDGE PL	LOUISVILLE	KY	402582687	4	5029372030
195	1FMCU04141KB59819	D	M	SIEMENS	385 CIRCLE VALLEY DR	LOUISVILLE	KY	402293411	4	5029556155
196	1FMYU04181KC22832	J	R	ANGEL	236 MISTY DR	SOMERSET	KY	425032416	4	6064232726
197	1FMYU04171KB13262	M	E	COBBLE	3246 RIDGETOP WAY	FT MITCHELL	KY	410173245	4	8583413621
198	1FMCU04171KB28726	W	E	CASTER	416 KENTON AVE	MELBOURNE	KY	41059	4	8594418282
199	1FMYU04111KE84580	D		KRAMER	4888 PERSIMMON GROVE RD	ALEXANDRIA	KY	410019344	4	8593357085
200	1FMYU03111KE58456	N	D	BRUMMER	26 SWEETBRIAR AVE	FLORENCE	KY	410421615	4	8596470835
201	1FMYU03111KE71703	K	R	JENKINS	10311 CARTER HILLS AVE	DENHAM SPGS	LA	707266458	4	2256844378
202	1FMYU04191KA68314	R	J	DUREL	15036 LYNBROOK DR	BATON ROUGE	LA	708162824	4	2257512854
203	1FMYU03191KE80424	L	R	DOYLE	739 HIGHWAY 109 S	STARBUCK	LA	708614113	4	3377436411
204	1FMYU03131KF43002	S	C	EDWARDS	2637 CUPID ST	NEW ORLEANS	LA	701315107	4	5043920819
205	1FMYU01141KE80205	S		PLAISANCE	286 MYRTLE DR	LOCKPORT	LA	703743878	4	985323874
206	1FMYU01111KB13231	C	C	ZEWI	64 WHITMAR DR APT 22	HAMMOND	LA	704017510	4	9869028009
207	1FMYU04141KA45380	M	T	SOARES	195 PLEASANT ST	BROCKTON	MA	023013227	4	5085885578
208	1FMYU02151KC36557	M	N	SERPA	977 ROCKDALE AVE	NEW BEDFORD	MA	027402714	4	5089873890
209	1FMYU04121KE83891	J	L	BUCKLEY	3 LEWIS ST	BOSTON	MA	021091306	4	6173678193
210	1FMYU04191KE79630	J	P	TEDESCHI	138 THACHER ST	MILTON	MA	021862027	4	6176980614
211	1FMCU04171KF17008	M	R	BENSON	7 FORDHAM ST	ARLINGTON	MA	024743401	4	7816484958
212	1FMYU04181KD91649	K		BALESTERI	897 MAIN ST	WINCHESTER	MA	018901911	4	7817293418
213	1FMYU02181KE84031	K	A	OKEEFE	70 MOUNT VERNON ST	READING	MA	018872540	4	7818446731
214	1FMYU04181KD86693	K	L	GALLAGHERMAHONEY	122 MYRTLE ST	ROCKLAND	MA	023701724	4	7819828889
215	1FMYU04181KE70708	S	L	MOWREY	58 WINCHENDON RD	ROYALSTON	MA	013889274	4	9782497694

No.	VIN	1ST INT	MID INT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
216	1FMYU041X1KC22153	L	A	DIMAURO	1461 PAWTUCKET BLVD APT D12	LOWELL	MA	018541071	4	9789702144
217	1FMCU04111KB90638	B	S	GOLDSMITH	11411 RIDGE MIST TER	ROCKVILLE	MD	208542080	4	3012179440
218	1FMYU031B1KA79808	E	D	HIDALGO	5308 SANGAMORE RD	BETHESDA	MD	208162366	4	3012286168
219	1FMYU04151KF43848	B	B	PFARR	13704 PRIMROSE CT	BOWIE	MD	207156017	4	3012629308
220	1FMYU04131KE57890	D	A	CRIGGER	17210 MOORE RD	BOYDS	MD	208419507	4	3013485788
221	1FMCU04181KF83710	B	L	SACHAROFF	14809 MCINTOSH CT	SILVER SPRING	MD	209064919	4	3013848008
222	1FMYU08141KE78438	A	R	JOHNSON	7014 NASHVILLE CT	LANHAM	MD	207084822	4	3015829881
223	1FMYU04171KF82862	A		CANADY	3320 SPRINGDALE AVE	DISTRICT HTS	MD	207474324	4	3015880888
224	1FMCU04151KC38877	R	P	WESSLING	1810 GRIDLEY LN	SILVER SPRING	MD	209023844	4	3018485341
225	1FMYU04141KF38158	M	R	MARSHALL	9028 HAMBURG RD	FREDERICK	MD	217022312	4	3018828841
226	1FMYU04171KF84230	B	J	DAVIS	5808 WINDING OAKS CT	FREDERICK	MD	217048848	4	3018885837
227	1FMYU04121KF82918	K	W	SCHRADER	6222 HASTINGS CT	FREDERICK	MD	217036884	4	301887305
228	1FMCU04151KA88789	H	L	WALKER	7224 WILSON RD	MOUNT AIRY	MD	217717840	4	3018318367
229	1FMCU04181KF31863	T	M	KRING	18882 MCFARLIN DR	GERMANTOWN	MD	208741442	4	3019185482
230	1FMYU04111KF77895	C	P	SWEENEY	4085 FARMWOODS LN	HAMPSTEAD	MD	210741552	4	4102386832
231	1FMCU04131KB22003	R	A	KOPP	4399 REDTAIL DR	HAMPSTEAD	MD	210742358	4	4102388083
232	1FMYU04181KE78900	R	A	WOODLAND	27 2ND AVE	HALETHORPE	MD	212273128	4	4102420106
233	1FMCU04111KB40449	G	C	GUNNINGHAM	9302 RAMBLEBROOK RD	NOTTINGHAM	MD	212817664	4	4102580247
234	1FMYU01191KA85895	J	L	BAUM	8413 PERRY HALL BLVD	NOTTINGHAM	MD	212813151	4	4102583886
235	1FMCU04151KE79006	A	M	GALLI	429 BUTTONWOODS RD	ELKTON	MD	218216521	4	4103823408
236	1FMYU04181KA74058	F	D	KENLON	3441 JETT CT	HUNTINGTOWN	MD	206883708	4	4104142858
237	1FMYU04191KE82222	D	W	HENBUCH	1306 COX COVE CT	CURTIS BAY	MD	212282127	4	4104373790
238	1FMYU04181KE71815	M	L	PULLEY	2454 KEYWORTH AVE	BALTIMORE	MD	212157633	4	4105427874
239	1FMCU04111KC20448	L	N	BERTELL	10 DORSET HILL CT	OWINGS MILLS	MD	211171131	4	4108811077
240	1FMYU04121KA01406	M	K	COOK	1318 SOMERSET CT	NEW WINDSOR	MD	217768501	4	4108862194
241	1FMCU04181KF00849	J	D	GREEN	109 HATTON DR	SEVERNA PARK	MD	211484433	4	4108477081
242	1FMYU04141KF85788	D	J	SEIFERT	40 BEECHAM CT	OWINGS MILLS	MD	211178001	4	4108544681
243	1FMYU03141KF20846	M	R	DULEY	4828 RIDGE RD	NOTTINGHAM	MD	212363815	4	4108617849
244	1FMCU03161KB51027	J	W	HALE	1220 KENDRICK RD	ROSEDALE	MD	212372820	4	4108883987
245	1FMYU04171KE58713	L	M	WEBSTER	2418 ZION RD	HALETHORPE	MD	212273033	4	4107370810
246	1FMYU02111KA14715	M	A	SCARANTINO	9200 SWIVEN PL APT 1B	ROSEDALE	MD	212374391	4	4107809128
247	1FMCU041X1KE83330	L		BACHNER	5813 SUFFIELD CT	COLUMBIA	MD	210442775	4	4108848511
248	1FMYU04121KB28458	K	M	PICKETT	1130 RIVER BAY RD	ANNAPOLIS	MD	214014832	4	4108740821
249	1FMYU04181KE78840	J		SKAFIDAS	34 LOCUST LN	SOUTH BERWICK	ME	039082135	4	2073642589
250	1FMYU041X1KA57860	P	L	COPELAND	5653 MITCHELL RD	PETOSKEY	MI	497709883	4	2313488708
251	1FMYU02121KF80080	F	A	GRAFF	259 CHURCH AVE	HESPERIA	MI	494219036	4	2318542612
252	1FMYU04151KA84193	R		HOSMAN	43499 SCENIC LN	NORTHVILLE	MI	481878828	4	2483471545
253	1FMYU01181KE98813	D	R	LLEWELLYN	6432 WILLOW RD	ORCHARD LAKE	MI	483242051	4	2483585387
254	1FMYU04171KB02830	J	E	HYDE	10615 FAIRLANE	SOUTH LYON	MI	481788819	4	2484373471
255	1FMYU041X1KF88876	G	P	VELLA	21723 N LYON TRL	SOUTH LYON	MI	481780061	4	2484480881
256	1FMYU04181KF42858	O	W	NOTT	22263 SOLOMON BLVD APT 119	NOVI	MI	483755077	4	2485981823
257	1FMYU021X1KB05711	W	A	RESKE	305 GREENWOOD DR	WIXOM	MI	483833899	4	2488840828
258	1FMCU04111KA34325	J	M	GORTE	1517 DOVER HL	WALLED LAKE	MI	48380	4	2488903817

No.	VIN	1ST INIT	MID INIT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
259	1FMCU041B1KB27973	D		SUTHERLAND	9058 MANOR AVE	ALLEN PARK	MI	481013435	4	3133869608
260	1FMJU03171KA15582	M		GILBERT	18405 INDIAN	REDFORD	MI	482401831	4	3137947334
261	1FMJU021X1KA16328	V	R	COOK	14222 PREVOST ST	DETROIT	MI	482271783	4	3138578128
262	1FMJU03151KF67227	E		CLEMENT	20060 SANTA BARBARA DR	DETROIT	MI	482211278	4	3138613209
263	1FMJU04151KD61198	S		MASSEY	18670 HASSE ST	DETROIT	MI	482342140	4	3138814367
264	1FMJU04131KB23457	R		GOULDING	1821 LARKWOOD DR	DEWITT	MI	488200549	4	5178882345
265	1FMJU01181KA47471	P	A	HATFIELD	22120 HILL ST	WARREN	MI	480913694	4	5887553971
266	1FMJU04131KD60861	N		BRANDOW	18834 SABINE DR	MACOMB	MI	480420137	4	8887888833
267	1FMJU01191KE73481	B	J	STONECIPHER	15678 GOLFPVIEW DR CT	WYANDOTTE	MI	481828071	4	7342813183
268	1FMJU04181KB42284	D	A	GREW	31735 CLMSTEAD RD	ROCKWOOD	MI	481731206	4	7343760213
269	1FMJU01111KE78511	L	E	KRZYZANIAR	11833 E AUSTIN RD	MANCHESTER	MI	481589519	4	7344288105
270	1FMCU041X1KF64524	K	F	MOTYKA	2128 MAPLECREST DR	CARLETON	MI	481179161	4	7346646442
271	1FMJU01161KE77678	G		WILLIAMS	1824 ARGYLE CRES	ANN ARBOR	MI	481032507	4	7346832928
272	1FMJU03171KF85850	G	C	WOLF	87850 WALNUT ST	ROMULUS	MI	481744714	4	7348411014
273	1FMJU04141KF77481	C	L	HOUSE	6877 WIDE VALLEY DR	BRIGHTON	MI	481185107	4	8102818824
274	1FMJU01191KB80445	T	E	ROULE	681 RICHMAN RD	SAINT CLAIR	MI	480791611	4	8103678034
275	1FMJU04131KA45235	M	T	HENDRICKSON	22 TRACIE LN	MARQUETTE	MI	498558823	4	8682483802
276	1FMJU04171KF09180	S	J	HURLEBAUS	823 36TH ST SW	ROCHESTER	MN	559021260	4	5072898295
277	1FMJU04131KE79884	R	A	NEULEIB	648 14TH ST SE	OWATONNA	MN	550604114	4	5074518321
278	1FMJU03181KA34314	E		MUELLER	377 SPATES AVE	RED WING	MN	550681430	4	6513889134
279	1FMJU04191KF18104	W	L	HAMEL	7490 MOCCASIN TRL	CHANHASSEN	MN	553177652	4	8523800660
280	1FMJU04171KD82758	R	A	LOUDON	3110 SPRUCE LN	HOPKINS	MN	553053617	4	8528858195
281	1FMJU04151KB27113	K	M	SCHOLL	7401 W 01ST ST APT 315	MINNEAPOLIS	MN	554382513	4	8528414256
282	1FMCU04161KB08218	R	C	GILLIES	457 FAHLE POINTE LANDING DR	EUREKA	MO	630252083	4	3145790788
283	1FMJU04111KB02780	D		DRESSSEL	7822 N LAYAL ARMS CT	SAINT LOUIS	MO	631231964	4	3148437812
284	1FMJU04121KB28252	A	L	BRADY	728 N WYACUSE AVE APT 2S	SAINT LOUIS	MO	631303258	4	3148685980
285	1FMJU04151KB50410	R	N	DICARLO	508 W 57TH ST	PORTAGEVILLE	MO	638731116	4	5739789350
286	1FMCU04181KE04785	G	J	BOYCE	1828 BROOKGREEN DR	JEFFERSON CTY	MO	651012200	4	5738348161
287	1FMCU04151KF98821	S	E	WILLIAMS	1818 ASHFORD HILL CT	GLENCOE	MO	630381364	4	6364588338
288	1FMJU04131KC37271	J	B	HOLLINGSWORTH	641 COUNTRY SQUIRE CIR	SAINT PETERS	MO	633763675	4	6369705882
289	1FMJU04151KA89885	J	L	STALLMAN	17310 E 52ND ST S	INDEPENDENCE	MO	640556378	4	8163733108
290	1FMJU04131KC38895	H	M	MCELROY	3009 S SWOPE DR	INDEPENDENCE	MO	640573368	4	8164780235
291	1FMJU041X1KC20919	T	A	DIPPEL	861 AMESBURY AVE	LIBERTY	MO	640683063	4	8167820881
292	1FMJU04181KC61488	T	D	EGELSTON	208 ROCK CREEK DR	GRAIN VALLEY	MO	640289338	4	8168477828
293	1FMCU04171KF88348	P	C	AVARA	9915 STATE LINE RD	KANSAS CITY	MO	641144260	4	8168414948
294	1FMJU011X1KD92128	A		MOORE	325 N BEAUCHAMP AVE	GREENVILLE	MS	387033325	4	8623323874
295	1FMJU03121KF73379	J	L	FINN	4534 VIRGINIA RD	WILSON	NC	278938541	4	2522815483
296	1FMJU03171KF32083	J	K	POTEAT	4804 WESTON PL	JAMESTOWN	NC	272828659	4	8882941214
297	1FMJU04121KA85575	D	R	DOSS	5057A LOWDER RD	BURLINGTON	NC	272176738	4	3364210512
298	1FMCU04181KA84583	L	P	ATWOOD	683 WOODWARD ST	N WILKESBORO	NC	286598358	4	3366672236
299	1FMJU04181KA37281	J	M	ROLLINS	788 PHILLIPS RD	HANDLEMAN	NC	273177658	4	8886723944
300	1FMJU03131KF42888	P	T	BROWN	1201 IDLEWILDE HEATH DR	WINSTON SALEM	NC	271063834	4	3367240748
301	1FMJU031X1KC87888	M	W	HARRIS	132 SOUTHOAK DR	WINSTON SALEM	NC	271076904	4	3367844492

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302	1FMYU04181KE78658	L	F	BOWMAN	174 BRUSHY FORK LN	MOUNT AIRY	NC	270307515	4	3367868611
303	1FMYU04131KD91947	N	D	JOHNSTON	2116 HAWTHORNE LN	WILKESBORO	NC	286879478	4	3368368874
304	1FMYU04111KF16024	T	D	ELLIS	387 PHILLIPS GAP RD	W JEFFERSON	NC	286948207	4	3368778488
305	1FMYU04141KA01338	K	D	TOMLINSON	154 SWEETBRIAR ST	N WILKESBORO	NC	286598438	4	3369031230
306	1FMYU01171KB50848	J	W	DOUGHERTY	1336 BEALCHAMP RD	ADVANCE	NC	270067417	4	3369988146
307	1FMYU04171KE57545	T	C	REYNOLDS	3306 DEERTRACK LN	MONROE	NC	281108829	4	7042835572
308	1FMYU04121KA35248	J	A	AMES	5918 MOOSE LN	CHARLOTTE	NC	282683182	4	7045060291
309	1FMYU03181KE73809	V	W	MOORE	7120 RENA MAE LN	CHARLOTTE	NC	282278777	4	7045467368
310	1FMYU04151KF31481	E	S	CRUMP	6618 REAFIELD DR APT 14	CHARLOTTE	NC	282283593	4	7047588108
311	1FMYU03101KC63874	S	B	SIMMONS	2820 WHITE OAK LN	KANNAPOLIS	NC	280837247	4	7047894708
312	1FMKU04181KB27898	B	E	DURAND	5133 POPLAR GLEN DR	MATTHEWS	NC	281046963	4	7048213664
313	1FMYU04121KE77105	D	W	WATERS	105 ORCHARD RIDGE RD	LOCUST	NC	280978748	4	7048886273
314	1FMYU03171KF99958	D	R	UTLEY	3708 BRAEFIELD DR	INDIAN TRAIL	NC	280799558	4	7048990877
315	1FMYU041X1KA74883	C	A	JOHNSON	11200 AMBER GLEN DR	CHARLOTTE	NC	282685182	4	7049471844
316	1FMYU03131KF11884	C	L	BRUNER	3822 23RD STREET LN NE	HICKORY	NC	286018220	4	8282567285
317	1FMYU04181KA34889	D	J	CONROY	806 CROWFIELDS LN	ASHEVILLE	NC	286033296	4	8282745933
318	1FMYU04141KE70818	L	R	MITCHELL	1351 SPRING MOUNTAIN CIR	FRANKLIN	NC	287340172	4	8283680649
319	1FMYU04181KB13758	A	M	CADWELL	700 GEORGIA BRANCH RD	HOT SPRINGS	NC	287437413	4	8286227638
320	1FMKU04111KD80757	J	D	CAMPBELL	145 WINNERS CIR	CLYDE	NC	287217739	4	8286276055
321	1FMKU04151KC82852	D	L	CHAMBERS	85 CHAMBERS COVE RD	CANTON	NC	287188531	4	8286483004
322	1FMYU02181KF17447	J	D	TUCKER	12 ADAMSWOOD RD	ASHEVILLE	NC	288031880	4	8286508587
323	1FMYU04111KF58807	N	S	PONDER	927 BULL CREEK RD	MARS HILL	NC	287548190	4	8286882491
324	1FMYU04171KB91122	P	D	CRAIG	3488 CLARKS CHAPEL RD	LENOIR	NC	286458349	4	8287282604
325	1FMYU04191KC21785	R	K	JOHNSON	1050 TRICE FORK MOUNTAIN RD	NEWLAND	NC	286579748	4	8287336277
326	1FMYU04151KC41365	A	H	ALLEN	150 LAUREL CREEK CT	SPRUCE PINE	NC	287778182	4	8287852821
327	1FMYU04171KF32017	J	D	AUSUM	10 THOUSAND PINES LN	TRYON	NC	287823682	4	8288596820
328	1FMYU04181KB03900	A	N	HULSEY	PO BOX 542	CARTHAGE	NC	283270542	4	8106730220
329	1FMYU04141KA94230	S	M	HOWARD	410 GREENVIEW DR	WILMINGTON	NC	284119130	4	8106860644
330	1FMYU03111KF08295	D	T	HOPE	805 CHURCHILL DOWNS DR	ABERDEEN	NC	283153857	4	81068922358
331	1FMYU011X1KA80388	P	W	GROVES	3420 OAKLEY CIR	CASTLE HAYNE	NC	284295483	4	8107627089
332	1FMYU03151KA13761	W	D	DRIVER	1307 SASSWOOD LN	ZEBULON	NC	275972158	4	8192685072
333	1FMYU01131KE58931	G	C	REITER	114 THUMBELL CIR	MORRISVILLE	NC	275807715	4	8194800007
334	1FMYU04151KB82656	J	S	PASCHT	108 BANYON TREE LN	CARY	NC	275138820	4	8194810858
335	1FMYU08191KB82240	D	J	HUTCHINSON	900 RIGGSBEE FARM DR	MORRISVILLE	NC	275808952	4	8194859548
336	1FMYU03101KE18458	B	C	FRANCIS	5617 NOVAGLEN RD	DURHAM	NC	277123817	4	8194791956
337	1FMYU02191KA85217	C	W	DAVIDSON	523 LAKEPOINT DR	FUQUAY VARINA	NC	275267152	4	8195324453
338	1FMYU031X1KE79850	S	J	GREEN	505 OLD GOLD PL	FUQUAY VARINA	NC	275268484	4	8195872332
339	1FMYU03181KE72167	T	J	WALTERS	9201 COLONY VILLAGE LN	RALEIGH	NC	278175901	4	8196711978
340	1FMYU04181KF44889	M	B	BELSCHER	207 SEVENSTONE DR	CARY	NC	275139216	4	8196771282
341	1FMYU04121KE56828	J	G	GRIFFITH	335 HUBERT HERNDON RD	CHAPEL HILL	NC	275168944	4	8199333036
342	1FMYU04141KB27218	S	L	CUMMINGS	1810 N 171ST ST	OMAHA	NE	681182804	4	4022884943
343	1FMYU04171KA88334	S	R	BAKER	1814 S 169TH CIR	OMAHA	NE	681301201	4	4023340619
344	1FMYU041X1KE81127	S	L	MCGEE	10483 MANDERSON PLZ	OMAHA	NE	681343786	4	4024965325

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346	1FMJU04121KB80783	R	M	PITCH	913 N 42ND ST	OMAHA	NE	681311001	4	4025537459
348	1FMJU04101KE56821	V	E	HILL	5120 S 98TH CT APT 14	OMAHA	NE	681272188	4	4025926153
347	1FMJU02101KE59334	C	O	WAGNER	13427 MARINDA ST	OMAHA	NE	681442520	4	4026977139
348	1FMJU04111KF54468	H	E	MARTIN	1855 E 16TH ST	FREMONT	NE	680253209	4	4027218091
349	1FMJU02171KB01017	B	A	SANDEL	14967 DREXEL ST	OMAHA	NE	681373981	4	4028982079
350	1FMJU04131KF17808	K	A	GRIFFIN	38A W HIGH ST	SOMERSWORTH	NH	036782301	4	6036920915
351	1FMJU04141KB70895	S		MERCADO	06 BLACK OAK DR	NASHUA	NH	030622817	4	6038810482
352	1FMJU04161KF08865	K		CARVER	1558 ALPS RD	WAYNE	NJ	074703838	4	2012240685
353	1FMJU02111KB27689	K	J	BARCAN	40 COTTAGE PL	HILLSDALE	NJ	076421838	4	2016861387
354	1FMJU02121KF31733	M		CORCORAN	30 KAREN LN	EMERSON	NJ	076301424	4	2016860182
355	1FMJU01161KA14885	S	J	BATTERSBY	91 TYLER RD	OCEAN VIEW	NJ	082301115	4	6093808348
356	1FMJU04171KF08809	C	J	PHILLOWER	5 BETSY CT	TRENTON	NJ	086205739	4	6095858901
357	1FMJU03151KB14885	D	G	BICKHARDT	19 FAIRVIEW AVE	BOUND BROOK	NJ	088051805	4	7324688124
358	1FMJU04181KF77863	K	P	POSTELNEK	119 S LAKE DR	RED BANK	NJ	077018354	4	7329389305
359	1FMJU04151KB29006	A		WOOLSON	251 PORCHES MILL RD	WOODSTOWN	NJ	080989703	4	8667683873
360	1FMJU04101KB70404	J		NELL	1188 EVERGREEN DR	BRIDGEWATER	NJ	088071254	4	9083080641
361	1FMJU04151KB82970	R		JAMPEL	17 SUTPHIN RD	FLEMINGTON	NJ	088228155	4	9087688477
362	1FMJU04111KB70122	S	F	JONES	6 HIGH MEADOW LN	LONG VALLEY	NJ	078539855	4	9088327686
363	1FMJU04171KE77488	R	M	FEDON	189 BROAD ST	WASHINGTON	NJ	078621803	4	9088951491
364	1FMJU041X1KA01579	D	A	DONER	6 OXFORD RD	BUDD LAKE	NJ	078282212	4	9088628467
366	1FMJU04181KA38849	S		TAYLOR	1048 RIDGE ST	PHILLIPSBURG	NJ	088652740	4	9088684422
368	1FMJU04111KF17898	E	L	DITTMAR	7 OLD FOUR BRIDGES RD	CHESTER	NJ	079302027	4	9088794019
367	1FMJU04181KF80708	J	K	DALTON	24 CRAMER DR	CHESTER	NJ	079302717	4	9088797439
368	1FMJU04101KB51724	W	G	HOFFMANN	3 CANTERBURY LN	HACKETTSTOWN	NJ	078403437	4	9088780457
369	1FMJU04141KF17517	A	P	SCHAFER	15 RADTKE RD	RANDOLPH	NJ	078683812	4	9738681980
370	1FMJU04131KF80517	V		PERAINO	88 S MAIN ST	LODI	NJ	076442227	4	9734734478
371	1FMJU04181KF63782	G	F	JANZ	172 MORRIS AVE	DENVILLE	NJ	078341752	4	9736271578
372	1FMJU02121KE74882	J	J	CAVANAUGH	162 W LAKE SHORE DR	ROCKAWAY	NJ	078661002	4	9736840258
373	1FMJU04141KE78327	K	A	MCCLOUD	58 LAKEVIEW DR	SUSSEX	NJ	074611026	4	9737027380
374	1FMJU041X1KF61087	D	A	GRECO	458 STONETOWN RD	RINGWOOD	NJ	074561310	4	9737288544
375	1FMJU041X1KF84401	W	J	MURRAY	10 MARBERNE TER	LIVINGSTON	NJ	070394714	4	9737581897
376	1FMJU04181KB50785	R	R	DASILVA	6 LAKE SHORE DR S	RANDOLPH	NJ	078694751	4	9738853634
377	1FMJU04161KB22811	D	M	CROME	10 BENT ST	KENVIL	NJ	078472334	4	9738270118
378	1FMJU04131KC20110	S		COWTE	15 SCHINDLER DR	SUCCESSUNNA	NJ	078761182	4	9739273117
379	1FMJU04131KA34807	T	L	WILLIAMS	106 JOSEPH LN	MINE HILL	NJ	078033048	4	9739980282
380	1FMJU04181KB62633	D	L	RANDOLPH	2690 ALWOODLEY CIR	LAS VEGAS	NV	891422704	4	7024570812
381	1FMJU04171KE71898	H	F	RAINEY	50 W 112TH ST APT 7F	NEW YORK	NY	100263926	4	2125345290
382	1FMJU04181KD97585	S	F	VOWLES	1818 MARINER TRL	BALDWINVILLE	NY	130278048	4	3158351818
383	1FMJU04161KF55444	K		BARBIERI	115 MILLER AVE	FLORAL PARK	NY	110013324	4	5163582003
384	1FMJU04181KA90824	H	M	HERRINGSHAW	19 PARK DR	S GLENS FALLS	NY	128035330	4	5187819819
385	1FMJU04181KE76865	J	R	RAGAN	560 GALBRO CIR	WEBSTER	NY	145801760	4	5857879372
386	1FMJU03111KC18846	L	A	BLAKE	26 SHERRY LN	SELDEN	NY	117843901	4	631688716
387	1FMJU04161KA73118	J	A	LAVOLETTE	54 VILLAGE VW	LANCASTER	NY	140869345	4	7168844116

No.	VIN	1ST INIT	MID INIT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
388	1FMCU04131KE98515	F		SANTIAGO	6519 70TH AVE	RIDGEWOOD	NY	113858241	4	7183880858
389	1FMYU03121KB82188	F	S	WHITMARSH	22179 MANOR RD	QUEENS VLG	NY	114272027	4	7184845610
390	1FMCU04191KF32078	S	L	BLACK	10 BARNES RD	POUGHKEEPSIE	NY	126031501	4	8454521889
391	1FMYU04181KA48084	P		HOLTZ	22 ROSS AVE	SPRING VALLEY	NY	109778910	4	8458238619
392	1FMYU04111KB222461	S	A	FISCHER	650 SCOTCHTOWN COLLABAR RD	MIDDLETOWN	NY	109413637	4	8458888810
393	1FMYU04181KF84196	S	E	ANDREWS	198 GARTH RD	SCARSDALE	NY	105833989	4	8147224728
394	1FMYU031X1KA84076	K	P	GUMBISH	4120 W 161ST ST	CLEVELAND	OH	441354352	4	2162527181
395	1FMYU03121KA16034	K		LISTER	1238 GRANT ST SE	WARREN	OH	444835912	4	2163835148
396	1FMYU04141KB71295	R	V	VALENTI	5050 TAYLOR DR	CLEVELAND	OH	441285457	4	2164762852
397	1FMYU031X1KE71814	M	A	CHAPON	3381 W 148TH ST	CLEVELAND	OH	441112119	4	2168718865
398	1FMYU04181KF31086	W	A	SNYPE	4077 STONEHAVEN RD	CLEVELAND	OH	441212612	4	2168915831
399	1FMYU04181KD97744	S		JENKINS	13118 GLENDALE AVE	CLEVELAND	OH	441054655	4	2169214817
400	1FMYU04121KB63778	J	L	CHUCK	10118 STOCKESBERRY RD	LISBON	OH	444329507	4	3304245820
401	1FMYU04111KF99597	Y	E	HAGAN	9864 CHAMBERLIN RD	TWINSBURG	OH	440871004	4	3304257072
402	1FMYU03151KF54872	G	M	SOLTESZ	2341 HAVERHILL RD	TWINSBURG	OH	440871320	4	3304258575
403	1FMYU04151KD97734	D	E	WICKWIRE	7020 ELAINE AVE NW	CANTON	OH	447208823	4	3304874024
404	1FMYU04101KC22781	B	A	GRESSEL	8261 GRESSEL AVE NW	CANTON	OH	447203313	4	3304891564
405	1FMYU04191KB88545	S	P	HRACH	7508 LAKEEDGE CT	HUDSON	OH	442361869	4	3308500277
406	1FMYU04151KF99599	A	P	DALEY	2075 AUGUSTA DR SE	MASSILLON	OH	448468687	4	3308308746
407	1FMYU04161KF81348	G	J	BRAUN	705 1ST ST NE	MASSILLON	OH	448464608	4	3308333050
408	1FMYU03151KF11988	C	M	HOUT	7557 COAL BANK RD	MARSHALLVILLE	OH	446489730	4	3308554545
409	1FMCU04131KA01571	M	V	BAKONYI	182 SEIBLING DR	NORTHFIELD	OH	440673297	4	3309080844
410	1FMYU03101KA73480	K		BAUM	1127 4TH ST	SANDUSKY	OH	448704006	4	4197385801
411	1FMYU03111KF06121	M	A	JACKSON	18835 STATE ROUTE 33	WAPAKONETA	OH	458859717	4	4197388487
412	1FMYU01131KE35783	C		DORODA	29078 CRAMER ST	MILBURY	OH	434478605	4	4198361625
413	1FMYU04161KC21405	R	C	SMITH	322 OXFORD CT	MALMEE	OH	436374312	4	4198632911
414	1FMYU04101KE81608	D		KOETH	6681 HEISLEY RD	MENTOR	OH	440604503	4	4402058540
415	1FMYU04141KE98539	R	D	SEDIVY	11940 CRESTWOOD RD	NEWBURY	OH	440659817	4	4405845882
416	1FMYU03171KE84505	S	K	MORTON	3853 EDGE PARK DR	NORTH OLMSTED	OH	440701727	4	4407343218
417	1FMYU01181KA58437	J		OTTER	4485 ASHBURY PARK DR	NORTH OLMSTED	OH	440702632	4	4407345838
418	1FMYU04171KF57080	L	K	LARSON	574 FORESTVIEW RD	BAY VILLAGE	OH	441402758	4	4408515558
419	1FMYU04161KF33781	M	L	WEBER	5701 WOODBURY HILLS DR	CLEVELAND	OH	441348112	4	4408451284
420	1FMYU04151KA34477	J		HART	20328 COLLIER DR	STRONGSVILLE	OH	441494000	4	4408784583
421	1FMYU04191KC19101	D	A	COVERT	8325 STEEPLECHASE DR	MENTOR	OH	440807658	4	4409534592
422	1FMCU04191KB29248	C	J	KAPP	2060 ALUTM HILL CT	CINCINNATI	OH	452302415	4	5132317465
423	1FMYU04111KB82027	K	N	NUNLIST	6471 HONEYSUCKLE DR	CINCINNATI	OH	452302012	4	5132317524
424	1FMYU03141KE77818	L	M	ALLEN	847 WOODCREEK DR	MILFORD	OH	451501528	4	5132480362
425	1FMYU04121KC39058	P	L	BRIDGES	6047 KENNEDY AVE	CINCINNATI	OH	452131803	4	5132517387
426	1FMYU04131KD87537	C		MANOR	4787 E MIAMI RIVER RD	CLEVES	OH	450029403	4	5133634469
427	1FMYU04181KA35788	A		FARMER	6828 MARCHWIND CT	CINCINNATI	OH	452385424	4	5133655846
428	1FMYU04181KF89903	G	D	CONYERS	151 W 7TH ST	CINCINNATI	OH	452022324	4	5134212568
429	1FMYU04111KF01703	M		ALEX	5418 LARIAT DR	CINCINNATI	OH	452384233	4	5134518362
430	1FMYU03141KB22256	M	L	LEON	4307 SELBY CT	CINCINNATI	OH	452115348	4	5134814280

No.	VIN	1ST INT	MID INT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
431	1FMYU01181KE78487	M	D	NORRIS	4010 COTTINGHAM DR	CINCINNATI	OH	452411628	4	5136541805
432	1FMYU03151KB91458	G	D	LYKINS	10784 LUPINE DR	CINCINNATI	OH	452412732	4	5135837140
433	1FMCU041X1KA45050	M		ROWE	4077 EBENEZER RD	CINCINNATI	OH	452481503	4	5135741211
434	1FMYU04171KB24087	H	G	ARCARO	10465 MILL RD	CINCINNATI	OH	452403505	4	5136489562
435	1FMYU041X1KF66601	D	A	STEINFRIEDE	3222 BUELL ST	CINCINNATI	OH	452118408	4	5136621225
436	1FMYU03181KA36771	B	A	WADE	9940 E KEMPER RD	LOVELAND	OH	451408942	4	5136771852
437	1FMYU041D1KB90825	J	A	PECK	2653 LARCHWOOD CT	MAINEVILLE	OH	450389741	4	5136773589
438	1FMYU03191KA66542	K	A	COUCH	1744 HUNTLEY RD	GOSHEN	OH	451229722	4	5137222111
439	1FMYU03151KA96584	R	M	MCCONN	4855 RUMPKE RD	CINCINNATI	OH	452451123	4	5137537849
440	1FMYU04181KA73144	J		CURAN	7585 LAKEWOOD DR	WEST CHESTER	OH	450692822	4	5137772326
441	1FMYU041X1KF66914	R	L	SHINKLE	8317 TUCKER DR	WEST CHESTER	OH	450693403	4	5137778522
442	1FMYU04131KF10886	S	L	OTOOLE	6180 SQUIRREL HOLLOW RDG	WEST CHESTER	OH	450682117	4	5137790586
443	1FMYU03121KF32286	S	J	BOWE	7958 HUNTERSKNOLL CT	CINCINNATI	OH	452425110	4	5137938255
444	1FMYU03181KA85372	S	F	PICKERS	9225 STATE ROUTE 28	PLEASANT PLN	OH	451829333	4	5138773140
445	1FMYU04181KA73144	D	L	ROSS	8381 SQUIRREL RIDGE DR	CINCINNATI	OH	452431052	4	5138917044
446	1FMYU04191KE95573	J	W	ROSENWALD	3529 LOBELIA DR	CINCINNATI	OH	452433332	4	5138918351
447	1FMYU04181KB03468	H	L	FRANKE	6340 RAPID RUN RD	CINCINNATI	OH	452834554	4	5139411483
448	1FMCU04141KD67668	C	A	STAUBACK	3722 INDIAN WALK	CLEVELAND	OH	450021401	4	5139416886
449	1FMYU04141KB73828	A		CHENEY	9840 FORESTGLEN DR	CINCINNATI	OH	452425836	4	5139644318
450	1FMCU04121KB00736	J	E	SPANOS	37 E LAKEVIEW AVE	COLUMBUS	OH	432021214	4	6142823615
451	1FMYU04181KE76198	J	M	ATWOOD	5841 SUNSET RDG	GALLOWAY	OH	431198438	4	6148518573
452	1FMYU04121KB28433	J	D	DAILEY	1069 CHERRY BUD DR	COLUMBUS	OH	432285731	4	6148519068
453	1FMYU03131KE56930	A	A	GRIGSBY	6269 SHARON WOODS BLVD	COLUMBUS	OH	432292146	4	614852103
454	1FMYU04111KB90211	B	E	GARRETT	4305 CHANDLERSVILLE RD	ZANESVILLE	OH	437017740	4	7404583812
455	1FMCU04131KA84037	S	H	LAWRENCE	820 TOWNSHIP ROAD 248	TORONTO	OH	439847809	4	7405445981
456	1FMYU02141KE86701	T	M	YOST	1348 WILLOW CHASE CT	SPRINGFIELD	OH	455028360	4	9373428863
457	1FMYU04171KB91668	C		YOUNTS	3301 BRISTOL DR	SPRINGFIELD	OH	455031805	4	9373900879
458	1FMYU04181KF76282	H	M	SILVERTHORN	128 KOSSUTH ST	SIDNEY	OH	458652141	4	9374928850
459	1FMYU04121KB91996	M	A	GLASS	6684 WITHERSFIELD CT	SPRINGBORO	OH	450669621	4	937493029
460	1FMYU04141KF17233	A	D	HERNANDEZ	5182 LONE OAK RD SE	SALEM	OR	973051817	4	5033189186
461	1FMCU04181KF78234	V		TYGH	7182 TORRESDALE AVE	PHILADELPHIA	PA	191351328	4	2153317220
462	1FMCU04121KF58483	A		DECRISTOFARO	3144 BENJAMIN RUSH CT	BENSALEM	PA	190201903	4	2153673366
463	1FMCU04171KC57832	J	F	HEINE	15 SHIFFERT RD	PALM	PA	180701211	4	2155410656
464	1FMYU04121KE71888	M	A	LEVE	12748 MINDEN RD	PHILADELPHIA	PA	191541420	4	2156823262
465	1FMCU04151KF77256	G		WHITE	418 CEDARWOOD LN	ELKINS PARK	PA	190271739	4	2156888180
466	1FMCU04121KB05564	D	J	MCGUINN	7416 SHISLER ST	PHILADELPHIA	PA	191113848	4	2157481543
467	1FMCU04111KF72882	C	L	BROWN	159 W RELIANCE RD	TELFORD	PA	189692038	4	2157990605
468	1FMCU04181KB22843	A	B	LAVERTY	104 VERONICA LN	LANSDALE	PA	194461497	4	2158220822
469	1FMYU04161KA78203	J		DEAL	500 WAYNE DR	SOUTHAMPTON	PA	189883545	4	2158335840
470	1FMYU04171KF89350	H	B	COOKSON	113 KINGS CT	CHALFONT	PA	189143568	4	2158976123
471	1FMYU01171KBC0481	M		LOBELLO	1413 MACON AVE	PITTSBURGH	PA	152181220	4	4122477397
472	1FMYU04161KE78813	V	P	RYAN	280 FOREST GROVE RD	CORADOPOLIS	PA	151083746	4	4123312418
473	1FMCU04141KE81182	H	P	SHERER	1120 COX PL	PITTSBURGH	PA	152072004	4	4124640163

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474	1FMYU04101KF0879	M	P	LEMAK	228 SWEETBRIAR ST UNIT A	PITTSBURGH	PA	152111118	4	4124890715
475	1FMCU04161KF54276	T	K	FRYE	1216 WASHINGTON RD	PITTSBURGH	PA	152281833	4	4125838058
476	1FMYU04161KB85076	D	L	SMITH	1437 S RANDOLPH DR	CLAIRTON	PA	150253428	4	4128536705
477	1FMYU04171KC45132	E	W	LOSTETTER	1323 NEW YORK AVE	MC KEESPORT	PA	151399613	4	4126738682
478	1FMYU04101KF82169	J	R	MARTINELLI	121 TANGLEVIEW DR	MC KEESPORT	PA	151312717	4	4127511808
479	1FMYU04121KB28137	J	H	NALEPA	112 HIGH ST	ELIZABETH	PA	150372542	4	4127515138
480	1FMCU04121KE56762	C	T	CAVA	418 SPRINGWOOD DR	VERONA	PA	151472823	4	4127830625
481	1FMYU04161KC54651	R	L	MAYAK	138 JAMISON LN	MONROEVILLE	PA	151462331	4	4128236351
482	1FMYU04191KA88784	W	D	WHITMER	6454 LIBRARY RD	SOUTH PARK	PA	151298700	4	4128511817
483	1FMCU04111KF38280	M	D	JOHNSTON	220 ALLENBERRY CIR	PITTSBURGH	PA	152341002	4	4128641466
484	1FMYU04191KA73136	D	A	MURPHY	528 N FILLMORE AVE	SCRANTON	PA	185041810	4	5708490624
485	1FMYU01141KA88857	W	H	HORROCKS	217 N LINCOLN AVE	SCRANTON	PA	185043311	4	5703466562
486	1FMYU04151KB70088	J	L	KOPCHO	RR 1 BOX 108E	WAPWALLOPEN	PA	186609515	4	5703792240
487	1FMYU04181KF44683	J	A	WARREN	7 PERSHING ST	FREELAND	PA	182241317	4	5706360849
488	1FMCU04161KE88987	L	P	COPP	17 1/2 KENLEY ST REAR	PITTSTON	PA	186403811	4	5706541548
489	1FMYU04151KF17337	E		MOLECAVAGE	13 NEWPORT ST	GLEN LYON	PA	186171214	4	5707367364
490	1FMYU04101KB62187	H	A	MACARELLI	182 TOMPKINS ST	PITTSBURGH	PA	152401014	4	5708850577
491	1FMYU04161KC58896	D		PAUKOVITS	3753 MANGROVE DR	NORTHAMPTON	PA	180679883	4	6102610828
492	1FMCU04111KA98863	D	L	DOUTY	4587 CAIRO DR	WHITEHALL	PA	160521014	4	8102612943
493	1FMCU04111KF17412	E	H	DAVIS	1670 FOX XING	WEST CHESTER	PA	193806657	4	6102868629
494	1FMCU04181KF10043	M	A	PRATT	2115 FOXTAIL DR	POTTSTOWN	PA	194842145	4	6103268884
495	1FMYU04121KF82643	R	B	SLEPIN	334 MALIN RD	NEWTOWN SQ	PA	190734319	4	6103561753
496	1FMYU041X1KA98208	L	M	QUALE	226 S AZALEA CT	GLEN MILLS	PA	193421048	4	6103610448
497	1FMCU04101KC39912	T	R	CLAWSON	4373 SUTTON CIR	READING	PA	196068918	4	6103700447
498	1FMYU04141KF45084	J	A	NIELSEN	2925 STRASBURG RD	COATESVILLE	PA	193204139	4	6103837228
499	1FMYU04191KB59207	R	S	FASTERNACK	221 E VILLAGE LN	CHADDS FORD	PA	193178381	4	6103882928
500	1FMCU04141KB34278	M		MCCULLOUGH	1508 WOODLAND RD	WEST CHESTER	PA	193827836	4	6103996159
501	1FMCU04161KC38474	M	A	FOX	6 VIOLET LN	GLEN MILLS	PA	193421725	4	6103999911
502	1FMYU04181KE583443	M	R	LOGAN	3006 HERMOSA LN	HAVERTOWN	PA	190931125	4	6104486184
503	1FMYU04131KF13495	C	A	LEWIS	822 W KINGS HWY	COATESVILLE	PA	193201714	4	6104689668
504	1FMYU04131KF16983	A	C	NOBLIT	119 VINSMITH AVE	CHESTER	PA	190142707	4	6104869272
505	1FMYU04111KB28876	L	J	SZABO	734 GILBERT PL	COLLEGEVILLE	PA	194262258	4	6104885872
506	1FMYU02191KE76550	D	M	MATLAND	1029 12 YATES AVE	MARCUS HOOK	PA	190614836	4	6104949266
507	1FMYU04141KF44769	D	C	LAPLANTE	2 W CHESTER PIKE APT 309	RIDLEY PARK	PA	190781605	4	6105211546
508	1FMYU03171KA13041	G	M	RABUTTINO	210 W HICKLEY AVE	RIDLEY PARK	PA	190781905	4	6105214785
509	1FMYU02161KE76554	E	L	CARDONICK	1021 TAYLOR DR	FOLCROFT	PA	190321822	4	6105320417
510	1FMCU041X1KF31454	M	A	MURPHY	184 DAMVIEW RD	MEDIA	PA	190631832	4	6106667294
511	1FMCU04181KF35528	P	A	WATSON	12 HARVARD DR	MEDIA	PA	190635364	4	6105663129
512	1FMYU04111KC18065	B		LANZA	987 WHITE BEAR RD	BIRDSBORO	PA	195087944	4	6105622515
513	1FMYU04191KB60941	A	I	MURRAY	120 COUNTRY LN	CHRISTIANA	PA	175099647	4	6106936023
514	1FMYU021X1KA64834	M		BONNER	711 ASHLAND AVE APT 17	CLIFTON HGTS	PA	190182538	4	6106238124
515	1FMYU011X1KC98742	C		ORFANELLI	265 SHADELAND AVE	LANSDOWNE	PA	190501318	4	6108238958
516	1FMYU04101KB41632	M	A	RISSLER	521 GLEN LN	NORRISTOWN	PA	194032986	4	6108316818

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517	1FMYU031X1K860682	J	W	TANSOR	859 ETHAN ALLEN RD	BERWYN	PA	193122207	4	6106446625
518	1FMYU04121K851567	L	J	ARMAO	283 MOUNTAINTOP RD	REINHOLDS	PA	175699078	4	6106705573
519	1FMYU04121K818008	C	A	GALE	1213 LOTUS LN	WEST CHESTER	PA	193804816	4	6108965087
520	1FMCU04181K854830	D		DIJOSEPH	3 RAVINE RD	MALVERN	PA	193551941	4	6107229924
521	1FMCU04171K821333	C	L	BONISESE	428 MORAVIAN ST	NAZARETH	PA	180642180	4	6107587181
522	1FMCU04121K830148	B	L	STOVER	12 HILL RD	MOHNTON	PA	195409118	4	6107771232
523	1FMYU02181KA70891	R	S	STEIN	2249 S 11TH ST	ALLENTOWN	PA	181085654	4	6107917888
524	1FMCU03171K84402	V	L	KEIL	420 GREEN ST	ROYERSFORD	PA	184882518	4	6107921432
525	1FMCU04151K858422	A	E	FAHY	1350 FIELDPOINT DR	WEST CHESTER	PA	193828229	4	6107935039
526	1FMYU04151KA88468	J	R	DIANA	487 STONEGLEN ST	COLLEGEVILLE	PA	194268946	4	6109170788
527	1FMYU04121KC57386	D	A	WEIK	2402 OVERLAND AVE	READING	PA	196099156	4	6109273539
528	1FMYU04131KA68220	M	J	HETRICK	52 CLEMENS RD	FLEETWOOD	PA	193229014	4	6109448519
529	1FMCU04111KE78588	R	M	CURRAN	411 TIMBER LN	DEVON	PA	193381232	4	6109641006
530	1FMYU03141KE77028	J	L	HECK	632 W WAYNE AVE	WAYNE	PA	190873839	4	6109898336
531	1FMCU04191K83560	E	D	SEKGMAN	231 MELINDA DR	YORK	PA	174046226	4	7172268380
532	1FMYU04181KC18747	C	A	FISHER	236 N WALNUT ST	SPRING GROVE	PA	173621124	4	7172258878
533	1FMYU04141KA84793	J	E	SHARP	2703 W SPRINGFIELD RD	GLEN ROCK	PA	173278355	4	7172357873
534	1FMCU04181K850667	J	D	HALL	114 CHANDLER DR	RED LION	PA	173558755	4	7172448812
535	1FMYU041X1K898601	J		REHMEYER	98 SUSAN DR	DALLASTOWN	PA	173131705	4	7172468528
536	1FMYU04131KC38145	S	J	STONER	10 CRESTLINE DR	MANCHESTER	PA	173451202	4	7172665549
537	1FMYU04151KE79382	E	A	SEIBERT	10 MUMMA ST	LEBANON	PA	170429625	4	7172736690
538	1FMYU04131KF92294	S	A	MEYERS	50 ROBIN CIR	GETTYSBURG	PA	173257063	4	7173344502
539	1FMYU04161KF84131	D	E	RUTTER	3 KEITH CT	STEVENS	PA	175789408	4	7173364278
540	1FMYU04181KF44127	J	S	WALSH	249 N McDERMOTT RD	FAWN GROVE	PA	178219827	4	7173824785
541	1FMYU04111KF09445	B		KEENER	2118 MARIETTA AVE	LANCASTER	PA	176032206	4	7173927658
542	1FMYU02181KC21389	D	M	HOPKINS	15 WOODLAND DR	YORK	PA	174071228	4	7174261886
543	1FMCU04111KF43106	J		NESS	8932 JACKSON DR	SEVEN VALLEYS	PA	173808918	4	7174262542
544	1FMYU04141KF48120	R		MILLER	201 E CHURCH ST	MUIR	PA	179579712	4	7176472301
545	1FMYU04191KA00482	G	G	EBERLY	287 HIGHVIEW DR	LEOLA	PA	175401639	4	7176567632
546	1FMCU04181KA33977	D	K	HUMMEL	720 N HIGHLANDS DR	HARRISBURG	PA	171116812	4	7176711639
547	1FMYU04131KF88970	L	L	LAWRENCE	1531 LIME VALLEY RD	STRASBURG	PA	175799626	4	7176878303
548	1FMYU02101KA47382	M	A	PLESSINGER	4153 MOUNTAIN VIEW RD	MECHANICSBURG	PA	170507626	4	7177282985
549	1FMYU04181KB41814	E	C	WATERS	2506 S GEORGE ST	YORK	PA	174035200	4	7177410987
550	1FMYU04161K861206	J	M	SNYDER	450 IVORY RD	YORK	PA	174024138	4	7177572815
551	1FMYU02101KA45638	J	W	COMINSKY	17 FARGREEN RD	CAMP HILL	PA	170112618	4	7177610363
552	1FMYU04171KA83644	S	R	GILLMAN	3811 EMIG SCHOOL RD	DOVER	PA	179154304	4	7177829169
553	1FMYU04131KF55407	P	M	GALLAGHER	1 WASHINGTON CT	YORK	PA	174024502	4	7178400129
554	1FMYU041X1K822649	D	A	DEBOWES	647 DAVID DR	RED LION	PA	173568326	4	7178407849
555	1FMYU021X1KF43836	K	Y	SHULTZ	50 N LANCASTER ST	ANNVILLE	PA	170031316	4	7178675745
556	1FMYU04131KE57011	J	M	GALLO	21 CHURCH RD	LANCASTER	PA	176039863	4	7178726551
557	1FMYU04111KC55491	D	G	HERSH	55 VISTA CIR	ETTERS	PA	173199765	4	7178984660
558	1FMYU04171KC18831	B	M	WENGLIK	721 21ST ST	AMBRIDGE	PA	150031814	4	7242622028
559	1FMYU04171KF17663	K	R	VANVARENBERG	118 SHIPE RUN RD	WASHINGTON	PA	153017148	4	7242673078

No.	VIN	1ST INT	MD INT	SURNAME/PRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
560	1FMYU04171KB12645	S	M	MCCLYMONDS	211 TEAKWOOD RD	BUTLER	PA	160011873	4	7243828895
561	1FMCU04171KC44038	M	M	BONOMO	5088 SEQUOIA CT	EXPORT	PA	158321504	4	7243277775
562	1FMCU04141KF87809	K	E	MEYERS	178 MAPLE RD	WASHINGTON	PA	153017701	4	7243453723
563	1FMYU04101KE79175	D	S	HENDERSON	289 SUTHERLAND DR	VENETIA	PA	153672311	4	7243480918
564	1FMCU04181KB00331	M		DENGEL	158 SARATOGA DR	CLINTON	PA	150281108	4	7243754031
565	1FMYU04191KB41882	R	A	DAVIS	5338 CHALCER CIR	GIBSONIA	PA	150448638	4	7244436673
566	1FMYU02101KC21516	B	G	HOWELL	3190 E HARDIES RD	GIBSONIA	PA	150448429	4	7244436674
567	1FMYU04191KF60758	P	L	LESICK	4413 SKYVIEW TER	GIBSONIA	PA	150448478	4	7244436653
568	1FMYU04151KE70489	E	J	GASKEY	317 W SMITHFIELD ST	MT PLEASANT	PA	156681513	4	7245477286
569	1FMYU04111KA58002	R	J	DAUGHERTY	6 MAPLE ST	MABONTOWN	PA	154612116	4	7245831652
570	1FMYU04191KC38845	J	R	PITZER	528 WILDWOOD AVE	NEW CASTLE	PA	161052440	4	7246570129
571	1FMYU04161KC21212	R	R	DEORIO	3530 FOX CHASE DR	IMPERIAL	PA	151269600	4	7246851059
572	1FMYU04111KF12006	N	M	CHARLES	629 WEAVER AVE	CANONSBURG	PA	163171967	4	7247430664
573	1FMYU04181KC57728	S	P	BRAND	129 BUSHY RUN RD	JEANNETTE	PA	156441011	4	7247441484
574	1FMYU03121KA15449	D	V	WALTHIER	205 WALTHIER RD	BRIDGEVILLE	PA	150171057	4	7247450323
575	1FMYU04181KF08816	F	S	MCCLAIN	474 COLLINS RD	ELLWOOD CITY	PA	161174618	4	7247522188
576	1FMYU04131KB04655	C		ANGELOFF	119 JENNY LYNN DR	ALBUQUIPPA	PA	150011407	4	7247747231
577	1FMCU04101KF98357	K	D	URICK	115 TATE RD	BROWNSVILLE	PA	154179238	4	7247853377
578	1FMYU041X1KA44988	D	L	LEDFORD	3489 DARLINGTON RD # 298	DARLINGTON	PA	161152613	4	7248272051
579	1FMYU04111KC54897	G	D	BETHEM	100 WOOD ST	BELLE VERNON	PA	150121135	4	7249295139
580	1FMYU04121KE79178	J	P	KAMINSKI	2658 RAVENWOOD CT	WEXFORD	PA	150907569	4	7249354811
581	1FMYU04151KB42131	D		URBANIC	264 THOMPSONVILLE RD	CANONSBURG	PA	163173210	4	7249420664
582	1FMCU04191KF43031	S	A	SARGENT	315 GRAYSTONE LN	JOHNSTOWN	PA	159055710	4	8142656055
583	1FMYU04181KF92159	K	M	PEEBLES	1107 W 10TH ST	ERIE	PA	165021140	4	8144550388
584	1FMYU04121KB22032	C	L	KANOUR	708 W LOCUST ST	CLEARFIELD	PA	168301639	4	8147858762
585	1FMYU04181KB11939	B	M	SWEeley	503 CHELSEA AVE	ERIE	PA	165051615	4	8148332445
586	1FMYU04181KE70578	K	M	LANGER	1387 DODGE ST	HARBORCREEK	PA	164211119	4	8148884852
587	1FMYU04181KA00493	K	L	CRAMER	214 N 11TH AVE	ALTOONA	PA	166015639	4	8149497288
588	1FMYU04101KB02884	J	B	BAILEY	231 CATAWBA TRL	LEXINGTON	SC	290729566	4	8033568779
589	1FMYU03181KE58191	K		MCPHEETERS	209 CHANCERY LN	COLUMBIA	SC	292298874	4	8034197140
590	1FMYU03121KF80580	C		HOWARD	1162 ROCKWOOD RD	COLUMBIA	SC	292092471	4	8036477756
591	1FMYU031X1KE73448	A	R	SCHEP	1627 WILLOW CREEK DR	COLUMBIA	SC	292121336	4	8037322217
592	1FMYU031X1KD81580	G	A	MCCUE	6 FOREST TRACE WAY	COLUMBIA	SC	292044420	4	8037901802
593	1FMYU03181KB28164	T	D	CAUSEY	265 FOX LAKE DR	WEST COLUMBIA	SC	281702429	4	8039511748
594	1FMCU04181KF44008	H	R	BECKHAM	149 LA HABRA LN	WEST COLUMBIA	SC	291703040	4	8039879393
595	1FMYU03181KF81283	J	L	GRAVEN	204 LUCY DR	GOOSE CREEK	SC	294453703	4	8435887028
596	1FMYU03191KD99189	C	G	ARRINGTON	5421 HIGHWAY 66	LORIS	SC	285689864	4	8437580706
597	1FMYU04181KF92586	L	T	FOWLER	416 PARKWOOD DR	SUMMERVILLE	SC	294833620	4	8438718448
598	1FMYU03131KD81559	L	F	PARKER	954 LAW LN	MT PLEASANT	SC	294849526	4	8438840626
599	1FMCU04111KF82482	H		SMITH	1284 OLD COLONY RD	MT PLEASANT	SC	294644208	4	8438841281
600	1FMYU04121KB92226	J	K	BROWN	404 J ST	ANDERSON	SC	296254174	4	8642254716
601	1FMYU01151KA48940	D	W	MESSER	214 HIGHWAY 187 S	ANDERSON	SC	296265833	4	8642310105
602	1FMYU03121KB28857	J	D	BALLEW	204 MORGAN CT	GREER	SC	296502828	4	8643220275

No.	VIN	1ST INIT	MID INIT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
603	1FMYU04161KE56788	R	S	NEUGENT	204 CHELSEA LN	GREER	SC	296503282	4	8643220630
604	1FMCU04141KF42837	M	A	FRYER	150 HOWELL CIR APT 359	GREENVILLE	SC	296154946	4	8643226826
605	1FMYU031X1KF00972	R	S	DAVIS	901 SPRINGDALE RD	COWPENS	SC	293309194	4	8644618303
606	1FMCU04161KF69818	L	M	LINDSEY	7116 BROCK ST	SPARTANBURG	SC	293031608	4	8645030656
607	1FMCU04101KF18283	E	K	NTX	1718 EIGHTEEN MILE RD	CENTRAL	SC	296308607	4	8646489021
608	1FMCU04161KB13718	H	L	TAYLOR	417 DOYLE ST	WESTMINSTER	SC	296931342	4	8646471606
609	1FMCU04161KA79177	A	D	BLAKELY	16 DAUGHTRY CT	TRAVELERS RST	SC	296802255	4	8648840899
610	1FMYU04101KE00345	M	V	SHEALY	7 SEVEN PINES CT	GREER	SC	296515842	4	8649880803
611	1FMYU04161KB81786	S	M	WHITE	46168 255TH ST	HARTFORD	SD	570335717	4	6058283433
612	1FMYU03111KC85885	P	C	ASLINGER	15173 COULTERVILLE RD	SALE CREEK	TN	37973	4	4233325178
613	1FMYU021X1KE66143	M	C	GRIGSBY	419 ANGELA CIR	NEWPORT	TN	378218839	4	4236250579
614	1FMYU03121KF55139	R	A	BAZZELL	3310 HARRISON PIKE	CHATTANOOGA	TN	374162820	4	4236287045
615	1FMYU04131KA74089	R		MEADOWS	603 RAVEN CV	ATHENS	TN	373033298	4	4237456832
616	1FMYU03191KE57998	D	A	PEARSON	7255 LEE HWY APT 917	CHATTANOOGA	TN	374216788	4	4238554384
617	1FMYU03141KC39841	J		ZBOZIEN	627 OLD POND LN	DICKSON	TN	370553962	4	6154488582
618	1FMYU04171KE78038	J		BIBB	918 FAIR ST	FRANKLIN	TN	370642716	4	6157911314
619	1FMYU03121KB40421	T	D	PITTMAN	609 BRANTLEY CT	ANTIOCH	TN	370131345	4	6158710412
620	1FMYU03121KA68222	C	E	MAJORS	112 BUENA VISTA CT	NASHVILLE	TN	372182842	4	6158789485
621	1FMYU01111KA89481	L	M	DRAKE	3829 LAKERIDGE RUN	NASHVILLE	TN	372142698	4	6158834021
622	1FMYU03141KF89403	S	D	WOODS	90 OLDHAM WAY	HICKORY VLY	TN	380424027	4	7317840312
623	1FMYU04131KE58223	H	M	MATTHEWS	6360 CORBAN CV APT 302	MEMPHIS	TN	381359140	4	9013800179
624	1FMYU04101KA98944	J	A	DECKER	3017 MANHATTAN PL	COOKEVILLE	TN	385016894	4	9314322123
625	1FMYU03141KD92333	D	B	HARRINGTON	2307 WILDERNESS HL	SAN ANTONIO	TX	782311898	4	2104835145
626	1FMCU04151KF43284	T		CANNEFAX	614 PINON BLVD	SAN ANTONIO	TX	782587731	4	2104978005
627	1FMYU01191KE58835	M	D	TARPLEY	9571 MAIDENSTONE DR	SAN ANTONIO	TX	782503475	4	2108818042
628	1FMYU03141KA38896	H	T	UNDERWOOD	7600 BLANCO RD APT 105	SAN ANTONIO	TX	782164303	4	2109799722
629	1FMYU03151KE84745	J		ROBERTS	223 S BRISCOE BLVD	DALLAS	TX	752112740	4	2143877677
630	1FMYU03161KF58519	C		MCADAMS	10 TIMBER RIDGE TRL	LORENA	TX	766553035	4	2544204814
631	1FMYU03151KB63778	C	P	PIERCE	15423 SIERRA VALLE DR	HOUSTON	TX	770834128	4	2814980804
632	1FMYU01191KA58771	M		GAUTHIER	4827 GRANT AVE	GROVES	TX	776195671	4	4099607093
633	1FMYU03181KE58518	K	J	PEARCE	909 MEADOWCREEK DR	ROUND ROCK	TX	786646948	4	6122444386
634	1FMYU01151KA58380	S	R	RUSY	2006 EAGLES WAY	LEANDER	TX	786418803	4	5122583363
635	1FMYU03191KB93430	M	L	BRACK	14508 RUMFELDT ST	AUSTIN	TX	787251836	4	5122788680
636	1FMYU04101KE77975	M	G	MULLINS	801 LATTERIDGE DR	AUSTIN	TX	787484806	4	5123298531
637	1FMYU03141KF88005	R	C	FRASER	2432 MADELINE LOOP	CEDAR PARK	TX	786185914	4	5123860677
638	1FMYU03151KF53546	J	R	HOPSON	6910 MARISCAL CANYON DR	AUSTIN	TX	787597156	4	5129455055
639	1FMCU03191KF83135	C		RODRIGUEZ	7843 GREENDOWNS ST	HOUSTON	TX	770973803	4	7132428710
640	1FMYU031X1KE58677	E		QUIROZ	9528 JAYWOOD DR	HOUSTON	TX	770403804	4	7138495341
641	1FMYU01101KA58645	M		LOPEZ	10433 TOLMAN ST	HOUSTON	TX	770342820	4	7139101980
642	1FMYU03141KE59898	J	E	MONTENAYOR	415 AVENUE E	SOUTH HOUSTON	TX	775874119	4	7139464768
643	1FMYU03171KD82886	S		CUMBERLEDGE	4105 CUMBERLAND PASS APT 824	FORT WORTH	TX	761160753	4	8179892089
644	1FMYU03191KE72084	C	G	SHELLUM	1801 CAMPBELL RD APT 4	HOUSTON	TX	770808095	4	8329580822
645	1FMYU03121KA74228	A		SEITER	13401 DUSTIN RD	TROUP	TX	757995038	4	8038394431

No.	VIN	TST INIT	MID INIT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
646	1FMJU01131KA88148	P	M	COFFELY	203 W MCAFFEE DR	MABANK	TX	751473707	4	9038878433
647	1FMJU04121KB14088	G	W	JEAN	118 SIDNEY DR	RED OAK	TX	751548230	4	9722302230
648	1FMJU03141KC58782	B		KEATING	2011 PICADILLY BLVD	MESQUITE	TX	751498831	4	9723293325
649	1FMJU04101KE98844	R	J	KEPNOHAN	3955 PRESTON HILLS CIR	CELINA	TX	750094578	4	9723472280
650	1FMJU03191KE98910	T		CHENSHAW	8108 GRANTHAM DR	ROCKWALL	TX	750878782	4	8724757848
651	1FMJU03161KF17318	M	T	TRUONG	3280 RIDGE OAK DR	GARLAND	TX	750448950	4	8725905505
652	1FMJU03111KF10113	T	L	SLAUGHTER	8076 LIVE OAK DR	KAUFMAN	TX	751424320	4	9729828336
653	1FMJU04131KE78120	R	E	CADMAN	1798 NAVAJO DR	OGDEN	UT	844034479	4	8014788885
654	1FMJU04181KB81152	K	S	VOORHEES	4790 NORTHFORK RD	MARTINSVILLE	VA	241121587	4	2788502282
655	1FMJU03131KB40383	J	M	DARIN	1483 GRAY STONE CT	CHARLOTTESVILLE	VA	229028783	4	4342988584
656	1FMJU04131KD81313	J	C	PEARSON	1432 OLD HICKORY LN	FOREST	VA	245513832	4	4345257804
657	1FMJU041X1KB71151	J	J	DEFRANK	4420 CARRIAGE HILL DR	EARLYSVILLE	VA	229888583	4	4348782841
658	1FMJU041X1KA98820	J	L	BLACK	4729 PLAYER DR NE	ROANOKE	VA	240185829	4	6402882335
659	1FMJU04101KE83193	M	L	REICH	808 DELAWARE ST	SALEM	VA	241535044	4	5403888515
660	1FMJU04191KB42410	M	D	BALSERMAN	6851 ZEPP RD	MAURERTOWN	VA	228441751	4	5404388380
661	1FMJU03121KF31888	R	M	GAUVIN	48 BRIDGEPORT CIR	STAFFORD	VA	225541778	4	5406581061
662	1FMJU04181KF80784	L	L	WHITEHEAD	133 LEEWARD DR	MONETA	VA	241212412	4	8407218482
663	1FMJU04101KD91825	W	E	NELMS	5721 SCENIC HILLS DR	ROANOKE	VA	240185208	4	8407741337
664	1FMJU04141KA48278	J	E	DEIGNAN	102 NIGHTINGALE AVE	STEPHENS CITY	VA	228652445	4	5408682344
665	1FMJU04141KF70704	A	E	HETMAN	1091 CROFTON AVE	WAYNESBORO	VA	229805207	4	5409424847
666	1FMJU04101KA98829	K	E	DUEVER	39 HEATHER BROOKE LN	WAYNESBORO	VA	229808107	4	5409437281
667	1FMJU04111KD98139	S	T	WILLIAMS	3884 DEER RUN RD	BLACKSBURG	VA	240608082	4	5409518874
668	1FMJU04141KC54502	E	M	KINGSTON	6316 YOUNGS BRANCH DR	FAIRFAX STA	VA	220381531	4	7032504788
669	1FMJU04131KF81883	J	C	MOONEY	5008 DODSON DR	ANNANDALE	VA	220086142	4	7032588004
670	1FMJU04131KA45343	T	J	RUSSO	8901 LUTTON HILL WAY	CLIFTON	VA	201242819	4	7032684418
671	1FMJU03171KA78662	A	D	RUGE	223 N FILLMORE ST	ARLINGTON	VA	222011248	4	7032782836
672	1FMJU04121KB04043	A	K	TOLLIVER	20522 SWECKER FARM PL	STERLING	VA	201854783	4	7034084578
673	1FMJU04151KB85880	E	J	REZAC	20664 CUTWATER PL	STERLING	VA	201857339	4	7034801389
674	1FMJU04181KE78487	P	D	FINES	1743 N QUINCY ST	ARLINGTON	VA	222073848	4	7035280428
675	1FMJU04151KB41785	C	D	GALTER	43333 DOVETAIL PL	ASHBURN	VA	201475312	4	7037234304
676	1FMJU04111KE80875	C	J	JOINER	9230 WEATHERSFIELD DR	BRISTOW	VA	201361712	4	7037531828
677	1FMJU04171KB28388	P	B	ROSAS	9056 BROOK FORD RD	BURKE	VA	220153617	4	7038138882
678	1FMJU03101KC21363	G	P	BOLEN	7540 CROSS GATE LN	ALEXANDRIA	VA	223154819	4	7038710805
679	1FMJU04191KB41722	V	W	WILLIAMS	10280 EAGLE NEST CT	FAIRFAX	VA	220323232	4	7039787728
680	1FMJU04171KF08184	R	J	BERLIN	4117 WATER OAK PL	VIRGINIA BCH	VA	2234522124	4	7574888858
681	1FMJU03181KF87772	P		MILOSAVLJEVIC	7 CHARLTON DR	HAMPTON	VA	238683508	4	7578363427
682	1FMJU03181KE72301	J	M	LINK	108 PENNY LN	GRAFTON	VA	238928145	4	7578881842
683	1FMJU04131KF82227	L		MOSLEY	1425 ALMOND TREE DR	RICHMOND	VA	232314787	4	8048522890
684	1FMJU04101KB88388	M	H	MICHALSON	23015 17TH AVE S	DES MOINES	WA	981987808	4	2088700283
685	1FMJU04101KE98722	S	B	BOUFFARD	22918 101ST PL SE	KENT	WA	980314221	4	2588500880
686	1FMJU01181KE78818	J		SEWELL	4420 125TH ST NE	MARYSVILLE	WA	982718750	4	3608581833
687	1FMJU04151KA88782	J		BRUNETTE	12811 9E 181ST ST	RENTON	WA	980685323	4	4252355182
688	1FMJU04191KF58844	D		MEYER	13328 79TH PL NE	KIRKLAND	WA	980345115	4	4252355875

PE01-043

Second Set of Phone Numbers from Polk (699 total)

April 10, 2002

No.	VIN	1ST INIT	MID INIT	SURNAME/FIRM NAME	ADDRESS	TOWN	STATE	ZIP	MATCH CODE	PHONE
889	1FMYU04171KA88675	J	H	HERMAN	2413 N 2ND LN	OCONOMOWOC	WI	530665041	4	2626482722
890	1FMYU03121KB84211	J	S	WACHTL	4158 N 82ND ST	MILWAUKEE	WI	532221815	4	4144640756
891	1FMYU04181KB40260	C		KAMPHUIS	824 CAMBRIDGE DR	JANESVILLE	WI	535452793	4	6067583434
892	1FMYU04121KD88232	L	J	BUZA	2738 BIRCH ST	EAU CLAIRE	WI	547039480	4	7158942709
893	1FMYU04111KE57749	P	J	FREIBERG	1927 W BENT AVE	OSHKOSH	WI	549012728	4	9202371387
894	1FMYU03181KB80496	A	J	LORENZ	718 NORTH AVE	SHEBOYGAN	WI	530834835	4	8208038215
895	1FMYU04141KA88307	D	M	KLEEFISCH	317 MORNING DR	PLYMOUTH	WI	530732121	4	8208924389
896	1FMYU04161KB22193	D	L	HARTO	16 PHYLMAR DR	WHEELING	WV	260031222	4	3042428822
897	1FMYU04151KC36767	P	J	POLING	21 STEELE ST	GRAFTON	WV	263541174	4	3042653008
898	1FMYU04131KD88551	J	A	MCRONLEY	23 W SAINT CHARLES ST	GRAFTON	WV	263541248	4	3042655011
899	1FMYU04121KP31552	E	B	FRIGGS	101 KEMBLETON AVE	KINGWOOD	WV	265371418	4	3043292035

EMZ-027 27869

From: Chuck Fugate [Chuck_Fugate@polk.com]
Sent: Wednesday, April 10, 2002 11:43 AM
To: rdalbo@ford.com
Subject: RE: Escape VINs

Bob,

These are from the Excel sheet Scott sent me last week. I don't know if they experienced stalling or not?

Chuck Fugate
Account Executive
248.728.7459
chuck_fugate@polk.com

>>> "Dalbo, Bob (R.J.)" <rdalbo@ford.com> 04/10/02 11:30AM >>>
These are all customers with stalling complaints, correct?

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: Chuck Fugate [mailto:Chuck_Fugate@polk.com]
Sent: Wednesday, April 10, 2002 11:23 AM
To: sbauer@ford.com
Cc: kmunoz2@ford.com; psouchoc@ford.com; rdalbo@ford.com
Subject: Escape VINs

To all:

Attached is the Escape file with appended name, address and phone numbers, where available.

I have sent you only the VINs with phone numbers - around 700 records.

Please contact me if you have any questions.

Chuck Fugate
Account Executive
248.728.7459
chuck_fugate@polk.com

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From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 3:57 PM
To: Bauer, Scott (S.C.); Souchock, Peter (P.D.)
Subject: RE: Escape VINs

Scott/Pete,
Is my team responsible for this entire list?

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: Bauer, Scott (S.C.)
Sent: Wednesday, April 10, 2002 11:44 AM
To: Dalbo, Bob (R.J.); Souchock, Peter (P.D.)
Subject: RE: Escape VINs

Yes. These came from the warranty claims that were identified as "may relate to the alleged defect" but did not have enough/any information on whether or not the engine was able to restart: "A3" classification. FYI ... "A1" = stalls with restart, "A2" = stalls with no restart. The "A3" category represented the vast majority of all the claims.

I've attached a cleaned-up version of the file Chuck sent--formatted for printing and numbered. Please use this list when dividing up among the callers. Thanks for your help!!!

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 11:31 AM
To: 'Chuck Fugate'; Bauer, Scott (S.C.)
Cc: Munoz, Kathleen (K.); Souchock, Peter (P.D.); Dalbo, Bob (R.J.)
Subject: RE: Escape VINs

These are all customers with stalling complaints, correct?

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: Chuck Fugate [mailto:Chuck_Fugate@polk.com]
Sent: Wednesday, April 10, 2002 11:23 AM
To: sbauer@ford.com

Cc: kmunoz2@ford.com; psouchoc@ford.com; rdalbo@ford.com
Subject: Escape VINs

To all:

Attached is the Escape file with appended name, address and phone numbers, where available.

I have sent you only the VINs with phone numbers - around 700 records.

Please contact me if you have any questions.

Chuck Fugate
Account Executive
248.728.7459
chuck_fugate@polk.com

This message has originated from R.L. Polk & Co.

The email and any files transmitted with it are confidential and intended solely for the individual or entity to whom they are addressed.

If you have received this email in error please delete this message and notify the Polk System Administrator at postmaster@polk.com

From: Shinji Kanai [kanai.sh@ev.mazda.co.jp]
Sent: Wednesday, April 10, 2002 6:59 PM
To: 'Sanders, Muriel (M.S.);' 'Altoonian, Don (D.J.);' 'Badgley, Joel (J.K.);' 'Bauer, Scott (S.C.);' 'Bhojwani, Kamal (K.);' 'Blackburn, Thomas (T.J.);' 'Bogema, John (P.);' 'Cary Powell;' 'Chick, John (J.);' 'Chih, Ming-Niu (M.N.);' 'Chin, Darrel (D.);' 'Corbett, Sandra (S.M.);' 'Dalbo, Bob (R.J.);' 'Dan Rothweiler;' 'De Pena, Juan (J.E.);' 'Diaz, Timothy (T.P.);' 'Fascetti, Bob (R.J.);' 'Foumelle, Gilbert (G.);' 'Freeland, Mark (M.);' 'Giles, Stuart (S.);' 'Gokhale, Renuka (R.V.);' 'Grimes, Jeff (J.R.);' 'Hansen, George (G.C.);' 'Herr, George (G.J.);' 'Hofman, Michael (M.V.);' 'Holmes, Jeffrey (J.R.);' 'Ichikawa, Jiyunichiro (J.);' 'Jensen, Ted (T.E.);' 'John McDonald;' 'Jones, Andy;' 'Jordan, Donald (D.E.);' 'Kanai, Shinji (S.);' 'King, Robert (R.F.);' 'Klostermann, Eric (E.);' 'Kosko, Jeff (J.R.);' 'Kwon, Soon (S.K.);' 'Lantico, Steven (S.);' 'Linde, Peter (P.A.);' 'Liu, Jane (J.);' 'Luehrsen, Erlo (E.A.);' 'Marck, Edmond (E.C.);' 'Matesa, John (J.);' 'Maurer, James (J.B.);' 'Mazzella, Gary (G.R.);' 'Mooney, Larry (L.);' 'Moorhouse, Scott (S.R.);' 'Morgan, Tom;' 'Morihsima, Shigeki (S.);' 'Naveed Khan;' 'Nematollahi, Sonva (S.);' 'Nikolai, Bernie;' 'Notboom, Jim (J.E.);' 'Ortman, James (J.W.);' 'Powers, Ken (K.W.);' 'Price, Martin (M.);' 'Raquesau, Aiden (A.P.);' 'Shah, Kiran (K.C.);' 'Shirahchi, Masaru (M.);' 'Stilpenbauer, Jeffrey (J.R.);' 'Suarez, Rhae (R.);' 'Sullivan, Jamie (J.P.);' 'Takesawa, Keith (K.D.);' 'Takubo, Hirochi (H.);' 'Vecchio, Anne Marie (A.);' 'Wakenell, Ray (R.A.);' 'Wettach, Bill (B.);' 'Williams, Les (L.H.W.);' 'Williamson, David (D.E.);' 'Yeung, Lam (.)'
Subject: U204 Stall Meeting (Field issue update: Engine stall -> No restart (DPFE shortage))

I update Taiwan case as follows.

VIN: 5F2CU08B81KM71661
Prod. July, 2001 at Hofu. Sale: Sep. 24, 2001.

Stall occurred on Mar. 01, 2002, 6997km.
Before the case, the car had no problem (back to the dealer for 1000 & 5000KM regular maintainence only.)
When the car picked back to the dealer:
1. can't start again.
2. can't communicate with WDS.
3. replacing another PCM (from anothe same model car), can't communicate with WDS.
4. with original PCM, communicate with WDS by using " Manual Entry" function of WDS.
5. WDS showed DTC : B1681/B1401/U1262
6. diagnose the DTCs with " Probe test" function of WDS, everything seemed OK.
7. because the connector of DPFE was disconnected in "Probe test", the technician tried to
start again after the test, the car started, then found the DPFE was disconnected.
8. try several times, all the same, when the connector was connected, can't start. when disconnecting, can start again.
9. change another new DPFE, the problem was disappeared.

Shinji Kanai
-----Original Message-----
From:
Sent: Monday, April 08, 2002 9:16 PM
Subject: U204 Stall Meeting (Field issue update: Engine stall -> No restart (DPFE shortage))

I update concern which I reported Stall meeting in last week. Failed

DPFE sensors were scrapped at dealers in all cases.

CASE 1 (Japan)

VIN: EPEW-101286, Hofu build: 2000/12/13, Retail 2000/12/26

(1) First repair 2001/4/9 4,893km

DTC P0401 and P1408 illuminated. DPFE output Voltage was 0.122V (standard 0.95 - 1.05V).

Replace DPFE sensor with new one. Problem was solved.

(2) Second repair 2001/8/20 11,084km

Engine stall during normal operating temp. Starter was clanking but engine did not start.

WDS tester could not communicate with PCM. BUS(-) terminal voltage showed 1.9V (standard 4.5V) causing NO communication.

Vref was 2.0V (standard 4.0 - 6.0V). When DPFE sensor connector was disconnected, Vref increased to 5V.

Same time Click sound was observed from Fuel pump relay and fuel pressure was increased to normal range.

Also BUS(-) terminal voltage was returned 4.5V at same time, and WDS can communicate with PCM.

Replace DPFE sensor with new one. Problem was solved.

<<<DPFE sensor lot number is unknown. According to second repair date, it might be pre CM part.>>>

CASE 2 (Taiwan)

We are contacting Taiwan continuously.

CASE 3 (Australia)

Attachment is the information from Australia (VIN: JM0YU06BY11100053, Hofu build 2001/01/09).

In addition to this report;

(1) Vref was 2.1 V (standard 4.0 - 6.0V) during NO start condition.

(2) Vref returned standard value and engine started immediately after disconnect DPFE connector.

(3) In this DPFE internal shortage case, WDS cannot communicate to PCM. Replace DPFE sensor with new one. Problem was solved.

<<<DPFE sensor lot number is unknown. According to build date, it might be pre CM part.>>>

Shinji Kanai

Manager, Tribute Plant QA

Mazda North American Operations

Ford Kansas City Assembly Plant

Plant Vehicle Team

8121 N.E. Hwy. 69, Claycomo, MO 64119 USA

Tel: 816-459-1623/ Fax: -1726/ e-mail: kanai.sh@sv.mazda.co.jp

Local Text Pager: 9135677156@alphapage.airtouch.com

From: Williams, Les (LHW.)
Sent: Wednesday, April 10, 2002 8:16 PM
To: Dalbo, Bob (R.J.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: Having too much fun...

Her Name is Mary Carbajal...On the sheet Scott gave me I do not have her VIN, she lives in EL Paso, TX. She went to 'Casa Ford'(Excellent, excellent service she said) and the service tech who helped her is named Rick.

Hope this helps big dawg.

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 12:04 PM
To: Williams, Les (LHW.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: Having too much fun...

Les,

If you have the customer's name and VIN and the dealer name, address, etc. we should be able to track it down.

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: Williams, Les (LHW.)
Sent: Wednesday, April 10, 2002 11:39 AM
To: Dalbo, Bob (R.J.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: Having too much fun...

I don't know, I asked her and she wasn't sure which wire...what I will do is call her again and ask her to track down her paperwork so she can get back to me. I'll keep you posted...

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 11:23 AM
To: Williams, Les (LHW.); Sanders, Muriel (M.S.)
Subject: RE: Having too much fun...

Fascinating - especially the hesitation thing! How do we track down what wire was rubbing?

I'm glad you're finally getting some joy out of this stall fiasco!

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: Williams, Les (LHW.)
Sent: Tuesday, April 09, 2002 8:01 PM
To: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.)
Subject: Having too much fun...

dammit I gotta share this with ya'll...

I'm talkin' on the phone with an elderly lady from TX, and it turns out her car never stalled just hesitated b/c an insulated wire was touching a component and causing vehicle to hesitate on acceleration (if wire was not insulated it would have shut vehicle off). SHE said this has been a prob on many escapes, and her situation is cool now. Had a great convo about Mexican food.

From: Williams, Les (LHW.)
Sent: Wednesday, April 10, 2002 8:26 PM
To: Dalbo, Bob (R.J.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: Andrew Qualls --210-558-8972

After a long day of referencing planar geometry, I like to kick back and share info with my old cal. buddies.

Andrew Qualls --210-558-8972 Red Macomb Ford in San Antonio, TX (he took it to another dealer also, I forgot the name)

His wife is principle driver. Car stalled 4 times going 35-45 mph going down a hill closed throttle decel. Conditions were very humid each time car died.

1st time- Dealer had no fix

2nd time- EEC Relay replaced

3rd time- Throttle body or IAC valve replaced, PCM was reprogrammed

4th time- a loose wire was found by tech and fixed, they never explained to Andrew what it was. The PCM was updated again

Since the update, the car has been sitting in the driveway. In TX, once a vehicle goes past a certain mileage it can no longer be lemon lawed so he has Escape sitting in garage till he figures out what to do. He does not want wife driving car. The first time it stalled, he pulled over to side of road and heard a high pitched noise coming from battery compartment.

He is aware of the investigation via the web.

Other problems: His battery light comes off and on, and his hazards blink off and on at weird intervals. Doesn't know what's up (sneak path? ha ha). Also he has a fuel smell problem at startup Very vocal individual, we talked for 30 minutes.

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 11:30 AM
To: Williams, Les (LHW.); Sanders, Muriel (M.S.)
Subject: RE: Andrew Qualls --210-558-8972

CAD boy :),
Send the details and we'll sic someone on it.

Bob Dalbo

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

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

From: Williams, Les (LHW.)
Sent: Tuesday, April 09, 2002 7:33 PM
To: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.)
Subject: Andrew Qualls --210-558-8972

What's up gang:

I spent 25 minutes on the phone last night with a customer who went into GREAT detail on his stalling issue. It was almost 10 PM EST so I had to tell him I had to run home to take care of my family just to politely get off the phone.

He is aware of the investigation via the websites and is upset b/c his dealers do not seem to be of any assistance. Should we get in contact with the dealer...Red Macomb in San Antonio? Is this our place to intervene to help this particular customer out? I wanted to do so as a good-natured gesture, but I wanted to see what your thoughts are b/c I am no longer heading up the stalls effort, I am just a consultant (ha ha).

His vehicle has stalled 4 times, going 35-45 mph closed throttle decel down a hill. He has had the PCM reprogrammed twice. His wife does not want to touch it, it is sitting in their garage. Ford Customer Service has been remiss in calling him back in a timely fashion. I told him I would try to dig into the issue more.

Let me know your thoughts on the plan of action.

CAD Boy.

From: Bauer, Scott (S.C.)
Sent: Thursday, April 11, 2002 8:17 AM
To: Dalbo, Bob (R.J.)
Cc: Souchock, Peter (P.D.)
Subject: RE: Escape VINs

Not the entire list ... but as much of as you can reasonably get done by Friday morning! Do the best you can. If we need to, we can continue the phone calling after the response goes in to further strengthen our argument. Remind everyone that they have to keep good records of their phone conversations. It is very likely that we will have to produce copies of these records to the Agency. Thanks for your phenominal support so far.

Have you had a chance to read through the second draft?

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 3:57 PM
To: Bauer, Scott (S.C.); Souchock, Peter (P.D.)
Subject: RE: Escape VINs

Scott/Pete,
Is my team responsible for this entire list?

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: Bauer, Scott (S.C.)
Sent: Wednesday, April 10, 2002 11:44 AM
To: Dalbo, Bob (R.J.); Souchock, Peter (P.D.)
Subject: RE: Escape VINs

Yes. These came from the warranty claims that were identified as "may relate to the alleged defect" but did not have enough/any information on whether or not the engine was able to restart: "A3" classification. FYI ... "A1" = stalls with restart, "A2" = stalls with no restart. The "A3" category represented the vast majority of all the claims.

I've attached a cleaned-up version of the file Chuck sent--formatted for printing and numbered. Please use this list when dividing up among the callers. Thanks for your help!!

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

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 11:31 AM
To: 'Chuck Fugate'; Bauer, Scott (S.C.)
Cc: Munoz, Kathleen (K.); Souchock, Peter (P.D.); Dalbo, Bob (R.J.)

Subject: RE: Escape VINs

These are all customers with stalling complaints, correct?

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: Chuck Fugate [mailto:Chuck_Fugate@polk.com]
Sent: Wednesday, April 10, 2002 11:23 AM
To: sbauer@ford.com
Cc: kmunoz2@ford.com; psouchoc@ford.com; rdalbo@ford.com
Subject: Escape VINs

To all:

Attached is the Escape file with appended name, address and phone numbers, where available.

I have sent you only the VINs with phone numbers - around 700 records.

Please contact me if you have any questions.

Chuck Fugate
Account Executive
248.728.7459
chuck_fugate@polk.com

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From: Shinji Kanai [kanai.sh@sv.mazda.co.jp]
Sent: Thursday, April 11, 2002 5:30 PM
To: 'Sanders, Muriel (M.S.);' 'Altonian, Don (D.J.);' 'Badgley, Joel (J.K.);' 'Bauer, Scott (S.C.);' 'Bhowani, Kamal (K.);' 'Blackburn, Thomas (T.J.);' 'Bogema, John (P.);' 'Cary Powell;' 'Chick, John (J.);' 'Chih, Ming-Niu (M.N.);' 'Chin, Darrel (D.);' 'Corbett, Sandra (S.M.);' 'Dalbo, Bob (R.J.);' 'Dan Rothweiler;' 'De Pena, Juan (J.E.);' 'Diaz, Timothy (T.P.);' 'Fascetti, Bob (R.J.);' 'Foumelle, Gilbert (G.);' 'Freeland, Mark (M.);' 'Giles, Stuart (S.);' 'Goldhale, Renuka (R.V.);' 'Grimes, Jeff (J.R.);' 'Hansen, George (G.C.);' 'Herr, George (G.J.);' 'Hofman, Michael (M.V.);' 'Holmes, Jeffrey (J.R.);' 'Ichikawa, Jiyunchoiro (J.);' 'Jensen, Ted (T.E.);' 'John McDonald;' 'Jones, Andy;' 'Jordan, Donald (D.E.);' 'Kanai, Shinji (S.);' 'King, Robert (R.F.);' 'Kostermann, Eric (E.);' 'Kosko, Jeff (J.R.);' 'Kwon, Soon (S.K.);' 'Lintiaco, Steven (S.);' 'Linde, Peter (P.A.);' 'Liu, Jane (J.);' 'Luehrsen, Eric (E.A.);' 'Marok, Edmond (E.C.);' 'Matosa, John (J.);' 'Maurer, James (J.B.);' 'Mazzella, Gary (G.R.);' 'Mooney, Larry (L.);' 'Moorhouse, Scott (S.R.);' 'Morgan, Tom;' 'Morishima, Shigeki (S.);' 'Naveed Khan;' 'Nematollahi, Sonya (S.);' 'Nikolai, Bernie;' 'Noteboom, Jim (J.E.);' 'Orman, James (J.W.);' 'Powers, Ken (K.W.);' 'Price, Martin (M.);' 'Raquetpau, Alden (A.P.);' 'Shah, Kiran (K.C.);' 'Shiraishi, Masaru (M.);' 'Stilgenbauer, Jeffrey (J.R.);' 'Suarez, Rhae (R.);' 'Sullivan, Jamie (J.P.);' 'Takasawa, Keith (K.D.);' 'Takubo, Hirochi (H.);' 'Vecchio, Anne Marie (A.);' 'Wakenell, Ray (R.A.);' 'Weltach, Bill (B.);' 'Williams, Lee (L.H.W.);' 'Williamson, David (D.E.);' 'Yeung, Lem (.)'
Subject: U204 Stall Meeting (Field issue update: Engine stall -> No restart (DPFE shortage))

I tried to call-in today's meeting, but not succeeded some how...
I updated DPFE lot number for the Taiwan case.
It is 1F19B (2001 June 19).

Shinji Kanai

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

From:
Sent: Wednesday, April 10, 2002 5:59 PM
Subject: U204 Stall Meeting (Field issue update: Engine stall -> No restart (DPFE shortage))

I update Taiwan case as follows.

VIN:5F2CU08B81KM71661
Prod. July,2001 at Hofu. Sale: Sep. 24,2001.

Stall occurred on Mar. 01, 2002, 6997km.
Before the case, the car had no problem (back to the dealer for 1000 & 5000KM regular maintenance only.)

When the car picked back to the dealer:

1. can't start again.
2. can't communicate with WDS.
3. replacing another PCM (from anothe same model car),can't communicate with WDS.
4. with original PCM, communicate with WDS by using " Manual Entry" function of WDS.
5. WDS showed DTC ; B1681/B1401/U1262
6. diagnose the DTCs with " Probe test" function of WDS, everything seemed OK.
7. because the connector of DPFE was disconnected in "Probe test", the technician tried to start again after the test, the car started, then found the DPFE was disconnected.
8. try several times, all the same, when the connector was connected, can't start. when disconnecting, can start again.

9. change another new DPFE, the problem was disappeared.

Shinji Kanai

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

From:

Sent: Monday, April 08, 2002 9:16 PM

Subject: U204 Stall Meeting (Field issue update: Engine stall -> No restart (DPFE shortage))

I update concern which I reported Stall meeting in last week. Failed DPFE sensors were scrapped at dealers in all cases.

CASE 1 (Japan)

VIN: EPEW-101286, Hofu build: 2000/12/13, Retail 2000/12/26

(1) First repair 2001/4/9 4,893km

DTC P0401 and P1408 illuminated. DPFE output Voltage was 0.122V (standard 0.95 - 1.05V).

Replace DPFE sensor with new one. Problem was solved.

(2) Second repair 2001/8/20 11,084km

Engine stall during normal operating temp. Starter was clanking but engine did not start.

WDS tester could not communicate with PCM. BUS(-) terminal voltage showed 1.9V (standard 4.5V) causing NO communication.

Vref was 2.0V (standard 4.0 - 6.0V). When DPFE sensor connector was disconnected, Vref increased to 5V.

Same time Click sound was observed from Fuel pump relay and fuel pressure was increased to normal range.

Also BUS(-) terminal voltage was returned 4.5V at same time, and WDS can communicate with PCM.

Replace DPFE sensor with new one. Problem was solved.

<<DPFE sensor lot number is unknown. According to second repair date, it might be pre CM part.>>

CASE 2 (Taiwan)

We are contacting Taiwan continuously.

CASE 3 (Australia)

Attachment is the information from Australia (VIN: JM0YU06BY11100053, Hofu build 2001/01/09).

In addition to this report;

(1) Vref was 2.1 V (standard 4.0 - 6.0V) during NO start condition.

(2) Vref returned standard value and engine started immediately after disconnect DPFE connector.

(3) In this DPFE internal shortage case, WDS cannot communicate to PCM. Replace DPFE sensor with new one. Problem was solved.

<<DPFE sensor lot number is unknown. According to build date, it might be pre CM part.>>

Shinji Kanai

Manager, Tribute Plant QA

Mazda North American Operations

Ford Kansas City Assembly Plant

Plant Vehicle Team

8121 N.E. Hwy. 69, Claycomo, MO 64119 USA

Tel: 816-459-1623/ Fax: -1726/ e-mail: kanai.sh@sv.mazda.co.jp

Local Text Pager: 9135677156@alphapage.airtouch.com

From: Steven Lintiac [SLintiac@mazdausa.com]
Sent: Thursday, April 11, 2002 7:50 PM
To: 'rdalbo@ford.com'; 'msander6@ford.com'
Cc: Dan Rothweiler
Subject: RE: Tribute Stall Recordings

Bob,

A ran across a problem opening up Dan's WDS recordings using the old version desktop software. I'll be shipping (via fed-ex) you a version B18 software that you will need to update your desktop. Please pass it around to everyone. (ETA by tomorrow, I hope)

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: Steven Lintiac
Sent: Thursday, April 11, 2002 9:05 AM
To: 'rdalbo@ford.com'; 'msander6@ford.com'
Cc: Dan Rothweiler
Subject: FW: Tribute Stall Recordings

Bob & Muriel,

Here are the WDS recordings from Dan on the Tribute stall that's had everything. I'll work getting the customer letter today.

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: Dan [mailto:Mazda1@comcast.net]
Sent: Thursday, April 11, 2002 5:37 AM
To: slintiac@mazdausa.com
Cc: ccapuzzo@mazdausa.com
Subject: Tribute Stall Recordings

Steve, Please forward these recordings to Bob when you get them today. Call me on my cell phone today to discuss. I will try to be on the call but I

can't reach the call in info. in my Mazda mail. Let me know the number
when
you call.


Thanks,

From: Sanders, Muriel (M.S.)
Sent: Friday, April 12, 2002 10:29 AM
To: Bauer, Scott (S.C.); Souchock, Peter (P.D.)
Cc: Dalbo, Bob (R.J.)
Subject: Summary of Polk List Calls

The first sheet in the Excel workbook summarizes the calls made from the first Polk list (Apr. 5, 2002). This includes calls made by Bob Dalbo, Gilbert Fournelle, Muriel Sanders, Eric Klostermann, Kamal Bhojwani.

The second sheet summarizes the calls from the second Polk list (Apr. 10, 2002). It includes calls made by Muriel Sanders and Gilbert Fournelle. (Bob Dalbo will send a separate summary of his calls from this list.)

Let me know if you have any questions or need further information.


Polk List 1 & 2-
Summary.xls

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

Summary

Total # Customers Called	26	
# of Customers w/Stalls	13	
# Customers called w/no answer, machine, hung up, wrong #, did not take survey, no stall complaint	13	
Of the Stalls	Immediately	10
	1-5 min	0
	5-10 min	1
	Over 10 min	1
	Towed	1
Of the Stalls	No stall since last service	9
	Stalled since last service	1
	Did not answer	3

States called	MA, RI, CT, NJ, PA, MD, VA, NC, SC, GA,
	FL, AL, TN, KY, OH, IA, WI, MN, SD, ND,
	KS, NE, LA, AR, OK, UT, HI, OR, WA, AK

Summary

Total # Customers Called	85	
# of Customers w/Stalls	17	
# Customers called w/no answer, machine, hung up, wrong #, did not take survey, no stall complaint	68	
Of the Stalls	Immediately	12
	1-5 min	2
	5-10 min	0
	Over 10 min	2
	Towed	1
Of the Stalls	No stall since last service	10
	Stalled since last service	2
	No Answer	5
States Called	AL, FL, GA, IL, MI, MN, MO, MS, NC, NE, NJ, NV, NY, OH, OR	

From: Wettach, Bill (B.)
Sent: Monday, April 15, 2002 1:09 PM
To: Kosko, Jeff (J.R.); Jensen, Ted (T.E.)
Cc: Dalbo, Bob (R.J.); Kwon, Soon (S.K.); Yeung, Lem (.); Wettach, Bill (B.)
Subject: RE: U204-Idle air control (IAC) valve on 3.0L engine

Ted, you might have an opinion about the effects of leaded fuel on contamination as to whether or not it increases the nasty portion of contamination. Over the years I have not seen an effect from offshore leaded fuel countries for warranty, but the returns have been very limited. About the only thing really bad were parts back from China were the fuel quality was reported to be very very poor were we saw a significant amount of contamination in low mileage 4.6L-2V Crown Vic/Town Car applications.

As far as the cleaning using with the brake cleaner, Hitachi did some tests a few years ago and did not see an adverse effects. We have not recommended this because of the chance that it would get out of hand at Dealers i.e. if a little is good then a lot is even better. The quick spray into the valve should not effect the diaphragm material, but long term soaking is unknown. Additionally, just spraying into the valve may not remove all the contamination but only rearrange it and just be a short term fix.

Regards,
Bill Wettach
Design Release -IACV, CMCV, IMRC, & IMTV
Components B - Intakes II
V-Engine Engineering
Phone 313.32.21695
Fax 313.32.29265
POEE BB103 wwettach@ford.com

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

From: Kosko, Jeff (J.R.)
Sent: Monday, April 15, 2002 11:49 AM
To: Wettach, Bill (B.)
Subject: FW: U204-Idle air control (IAC) valve on 3.0L engine

Bill, I believe there are several IAC applications in Gulf States which use leaded fuel without issues, please provide your insights and experiences to Bob Dalbo and myself.

thanks
Jeff Kosko

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

From: Dalbo, Bob (R.J.)
Sent: Monday, April 15, 2002 11:33 AM
To: Kosko, Jeff (J.R.); Kwon, Soon (S.K.); Yeung, Lem (.); Hoshino, Jun (J.)

Cc: McGee, Brett (B.L.); Giuliano, Mark (M.P.); Kuhnd, Noel (N.); Fukushima, Takashi (T.); 'takeda.t@mazda.co.jp'; King, Robert (R.F.); Linde, Peter (P.A.); Hamano, Naoumi (N.)
Subject: RE: U204-Idle air control (IAC) valve on 3.0L engine

Soon,
I have no idea what the effect of leaded fuel is on IACVs. Jeff Kosko may know.

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: Kwon, Soon (S.K.)
Sent: Monday, April 15, 2002 9:35 AM
To: Dalbo, Bob (R.J.); Yeung, Lem (.); Hoshino, Jun (J.)
Cc: McGee, Brett (B.L.); Giuliano, Mark (M.P.); Kuhnd, Noel (N.); Fukushima, Takashi (T.); 'takeda.t@mazda.co.jp'; King, Robert (R.F.); Linde, Peter (P.A.); Hamano, Naoumi (N.)
Subject: RE: U204-Idle air control (IAC) valve on 3.0L engine

Bob, Lem, your thoughts please on the contaminated IAC valve from Vietnam with Leaded gasoline ?

Jun, Brett, is CKD 3.0L same as Escape engine ?

Thanks.

Regards,
Soon Kwon
Escape/Tribute P/T OPD Supervisor
Compact Utility PTSE, TVC
2FB39, MD 405, PDC Dearborn 48126
Phone (313) 322-6844, Fax
Pager (313) 795-1536, email: skwon@ford.com

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

From: Hoshino, Jun (J.)
Sent: Monday, April 15, 2002 7:50 AM
To: Kwon, Soon (S.K.)
Cc: McGee, Brett (B.L.); Giuliano, Mark (M.P.); Kuhnd, Noel (N.); Fukushima, Takashi (T.); 'takeda.t@mazda.co.jp'; King, Robert (R.F.); Linde, Peter (P.A.); Hamano, Naoumi (N.)
Subject: RE: U204-Idle air control (IAC) valve on 3.0L engine

Soon,

Ford Vietnam has reported 27 cases (one case from the plant) of the IAC valve related issues on their CKD 3.0L vehicles.
Symptoms are; high idle speed or rolling idle between 700rpm and lower

than 700rpm.

Concern was eliminated when the IAC valve was cleaned with spray. (I am requesting further information to Vietnam)

I know, Ford engineering is working on this issue, however occurrence ratio in Vietnam is very high. They built about 400 units so far. Vietnam is using leaded gasoline for Escape.

Q1. Is using the leaded gasoline effect the number of occurrence. (I know, IAC locates upstream of injectors. How about blow by gas?)

Q2. If Vietnam uses parts cleaner (such as brake cleaner) for IAC cleaning, Dose it affect IAC valve?

(If parts cleaner affects IAC, I have to tell them)

Q3. What is the engineering recommendation when vehicle needs to service for this issue. Just replace?

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: Pham Ngoc Ba [mailto:bapn@ford.netnam.vn]

Sent: Friday, March 29, 2002 1:55 PM

To: hyamagu4@ford.com

Cc: Tran Quang Vinh; Nguyen Hoai Nam; Dinh Quang Phai; Vu Dinh Dong

Subject: U204-Idle air control (IAC) valve

Dear Mr.Yamaguchi.

FVL have some concern about (IAC). 26 unit from field and 1unit in plant have problem with Idle air control valve .

Symptom : - Idle speed is too high .

- Engine speed fluctuates between specified idle speed

and lower speed , and engine shakes.

Action : Remove the IAC valve and spray to clean IAC valve .

results : OK .

Please provide us information about it.

Thank you.

From: Sanders, Muriel (M.S.)
Sent: Monday, April 15, 2002 1:44 PM
To: 'cpowell3@visteon.com'; Chih, Ming-Niu (M.N.)
Cc: Dalbo, Bob (R.J.)
Subject: U204 Check Valve

Hi Cary & Ming,

We have not had a check valve update in a couple of weeks. I listed below my notes from the 3/28/02 meeting (last update). Please plan to update us at this week's stall meeting. Thanks.

Check Valve Updates

- Cary Powell to send Muriel Sanders the results from the dust boxes.
- Cary Powell has contacted Avon sales rep., but has not received a response.
- Cary Powell still needs check valves from Stant

Have a good week.

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307

Fax: 313-32-31786

E-mail: msander6@ford.com

From: Dalbo, Bob (R.J.)
Sent: Monday, April 15, 2002 2:32 PM
To: Shah, Kran (K.C.)
Subject: FW: U204 Check Valve

FYI - Visteon is awfully quiet on this check valve 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: Sanders, Muriel (M.S.)
Sent: Monday, April 15, 2002 1:44 PM
To: 'cpowell3@visteon.com'; Chih, Ming-Niu (M.N.)
Cc: Dalbo, Bob (R.J.)
Subject: U204 Check Valve

Hi Cary & Ming,

We have not had a check valve update in a couple of weeks. I listed below my notes from the 3/28/02 meeting (last update). Please plan to update us at this week's staff meeting. Thanks.

Check Valve Updates

- Cary Powell to send Muriel Sanders the results from the dust boxes.
- Cary Powell has contacted Avon sales rep., but has not received a response.
- Cary Powell still needs check valves from Stant

Have a good week.

Muriel Sanders

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

From: Dalbo, Bob (R.J.)
Sent: Monday, April 15, 2002 2:34 PM
To: Linde, Peter (P.A.)
Cc: Hofman, Michael (M.V.); Takasawa, Keith (K.D.); Moorhouse, Scott (S.R.); Fascetti, Bob (R.J.)
Subject: RE: Vent Line Change

Pete,
Implementing the vent line change as soon as possible will have three positive outcomes for Ford:

- A significant reduction in "phantom" stalls.
- A demonstration to the National Highway Traffic Safety Administration that Ford is aggressively attempting to resolve the stalling issue.
- A minor reduction in cost.

We appreciate your help in expediting the implementation of this change.

Bob Dalbo

3.0L Calibration Supervisor
Outfitters Calibration, NAT
Phone: (313) 24-84947 Fax: (313) 32-31766
Pager: (313) 795-2859 Email: rdalbo@ford.com

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

From: Moorhouse, Scott (S.R.)
Sent: Monday, April 15, 2002 12:31 PM
To: Dalbo, Bob (R.J.)
Subject:

Bob, if time permits, pls drop a line to Pete Linde explaining why we need to Ming's changes to the canister assy now rather than later. There have been some discussion about delaying these changes.

Scott Moorhouse
U204 PTSE Resident Engineer
Kansas City Assembly Plant
(ph) 816-459-1965 (fax) 816-459-1728
smoorhou@ford.com

From: Powell, Cary (C.M.) [cpowell3@visteon.com]
Sent: Tuesday, April 16, 2002 5:07 PM
To: 'Rgregory@stantinc.com'
Cc: Dalbo, Bob (R.J.); 'Sanders, Muriel (M.S.); Chih, Ming-Niu (M.N.); Cassar, Tim (T.C.); Colunga, James (J.S.); Ammons, Ed (E.A.)
Subject: RE: U204 Check Valve

Ray,

Please provide shipping information for the rejected check valves that you intended to send to me. I never received any packages from you. Could you provide the address that you shipped to and the tracking information?

Cary Powell
Visteon Fuel Systems
(313) 755-0282
(313) 755-5660 fax
cpowell13@visteon.com

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

From: Sanders, Muriel (M.S.) [mailto:msander6@ford.com]
Sent: Monday, April 15, 2002 1:44 PM
To: 'cpowell13@visteon.com'; Chih, Ming-Niu (M.N.)
Cc: Dalbo, Bob (R.J.)
Subject: U204 Check Valve

Hi Cary & Ming,

We have not had a check valve update in a couple of weeks. I listed below my notes from the 3/28/02 meeting (last update). Please plan to update us at this week's stall meeting. Thanks.

Check Valve Updates

- * Cary Powell to send Muriel Sanders the results from the dust boxes.
- * Cary Powell has contacted Avon sales rep., but has not received a response.
- * Cary Powell still needs check valves from Stant

Have a good week.

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

V V

From: Powell, Cary (C.M.) [cpowell3@visteon.com]
Sent: Tuesday, April 16, 2002 5:11 PM
To: 'Sanders, Muriel (M.S.)'
Cc: Dalbo, Bob (R.J.); Chih, Ming-Niu (M.N.); Cassar, Tim (T.C.); Colunga, James (J.S.); Ammons, Ed (E.A.)
Subject: RE: U204 Check Valve

[REDACTED] [REDACTED]
: LIMS for U204 Duidd return dust box
 Evaluat... Muriel,

Here is the dust box evaluation. I sent the information to Les Williams when he was managing this information and I thought he would have passed it on to you. Sorry for the delay.

Cary Powell
Visteon Fuel Systems
(313) 755-0282
(313) 755-5660 fax
cpowell3@visteon.com

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

From: Sanders, Muriel (M.S.) [mailto:msander6@ford.com]
Sent: Monday, April 15, 2002 1:44 PM
To: 'cpowell3@visteon.com'; Chih, Ming-Niu (M.N.)
Cc: Dalbo, Bob (R.J.)
Subject: U204 Check Valve

Hi Cary & Ming,

We have not had a check valve update in a couple of weeks. I listed below my notes from the 3/28/02 meeting (last update). Please plan to update us at this week's stall meeting. Thanks.

Check Valve Updates

- * Cary Powell to send Muriel Sanders the results from the dust boxes.
- * Cary Powell has contacted Avon sales rep., but has not received a response.
- * Cary Powell still needs check valves from Stant

Have a good week.

> Muriel Sanders
> U204 3.0L Calibration

> Ford Motor Company
> Phone: 313-32-27307
> Fax: 313-32-31786
> E-mail: msander6@ford.com
>
>

From: Dumas, James (JTD.) [jdumas2@visteon.com]
Sent: Tuesday, February 26, 2002 9:51 AM
To: Powell, Cary (C.M.)
Subject: RE: LIMS for U204 Dust Evaluation

Cary,

Here are some quick results.

#1	CVV	No dust	Dry weight	160.1 grams	Restriction
1.74 "					
water					
#2	CVV	No dust	Dry weight	160.7 grams	Restriction
1.74 "					
water					
#3	CVV	No dust	Dry weight	161.8 grams	Restriction
2.05 "					
water					
	Box	No dust	Dry weight	68.2 grams	Restriction
1.25 "					
water					
#4	CVV	No dust	Dry weight	160.1 grams	Restriction
1.93 "					
water					
	Box	No dust	Dry weight	68.6 grams	Restriction
1.32 "					
water					

Look at these results, there is no need to do anything with the canisters as far as the dust is concerned. Let me know if you want next steps.

Jim

> -----Original Message-----
> From: Powell, Cary (C.M.)
> Sent: Monday, February 25, 2002 6:39 PM
> To: Dumas, James (JTD.)
> Subject: LIMS for U204 Dust Evaluation
>
> Jim,
>
> The LIMS number for the U204 dust evaluation you have been assisting with
> is 20182.
>
> Thanks.
>
> Cary.

From: Dumas, James (JTD.) [jdumas2@visteon.com]
Sent: Thursday, February 07, 2002 11:54 AM
To: Powell, Cary (C.M.)
Subject: Field return dust boxes.

Cary, Looking at the boxes, one can see that very little to no dust has been ingested. The input and output ports show no signs of dust and the weight is at virgin level. So I can not do a dust efficiency on them. The restriction is also at virgin level. The signs show as if this box did not see any aggravated road conditions that would bring on dust ingestion to the system. I will put this in a report format as soon as I have a LIMS number. Call me for any other questions.

Make it a great day,
James T. Dumas , Advanced Test Engineer
Visteon Corporation - VTC-Glendale Laboratory
Cube: E141 ph: 313.538.9882 fax: 313.538.9817
pager: 313.851.5286 (mailto:jdumas2@visteon.com)

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 17, 2002 11:39 AM
To: Sanders, Muriel (M.S.)
Subject: FW: Mazda Letter

Based on what Steve Lintiacco has shared with us, do Tributes have a different rate of stall occurrence than Escapes?

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: Fascetti, Bob (R.J.)
Sent: Wednesday, April 17, 2002 10:20 AM
To: Dalbo, Bob (R.J.)
Subject: FW: Mazda Letter

Bob, please help me with this response. Thanks.

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

From: Takasawa, Keith (K.D.)
Sent: Wednesday, April 17, 2002 7:48 AM
To: Hofman, Margaret (M.); Fascetti, Bob (R.J.)
Subject: FW: Mazda Letter

Is there any data that says Tribute stall rate in the field is any different from Escape?

Regards,
Keith Takasawa

Escape/Tribute Chief Engineer
PDC 2HJ64
MD401
PH: (313) 322-5875
FAX: (313) 248-8599
E-MAIL: KTAKASAW@FORD.COM
TEXT PAGE: 7346045034@mobile.att.net

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

From: Powers, Ken (K.W.)
Sent: Monday, April 15, 2002 5:52 PM
To: Takasawa, Keith (K.D.)
Cc: Kuo, Benjamin (B.Y.)
Subject: Mazda Letter

Keith, the only item I see to respond to is the 1,000 misbuilds they refer to. Some facts around this:

- Orders were too high for Intier to support the seats with lumbar in December
- Option was to not build (build and hold) or build with lower series of seats and trim panels

- Mazda agreed to build with lower series, although they had little choice

The recalls are all old news as are the stop ships from last summer (and Engines in September).

Jim is aware of the Stalls situation, I believe. Mazda's practice is still different than Ford, which causes them to buy back many more than we do (at a pace of 3:1 excluding volume mix).

Ken Powers

Escape/Tribute PVT Manager, KCAP

Ph: 816-459-1729; Fax: -1726

From: Williams, Les (LHW.)
Sent: Wednesday, April 17, 2002 1:35 PM
To: Sanders, Muriel (M.S.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: Warranty ?

Robert Sauer @ KCAP. He can fax you the sheets :-)

I'll have the tribute back to you by COB Friday, the damn Water pump for my rodeo is enroute from CA to GA then MI!!!!!! DAMMIT!

I'm in another play near end of june...details to come later.

-----Original Message-----
From: Sanders, Muriel (M.S.)
To: Williams, Les (LHW.)
Sent: 4/17/02 12:58 PM
Subject: Warranty ?

Hey Les,

Do you know who I can contact for updated R/1000 numbers for Escape?

>Muriel Sanders
>D204 3.0L Calibration
>Ford Motor Company
>Phone: 313-32-27307
>Fax: 313-32-31786
>E-mail: msander6@ford.com
>
>

From: Dalbo, Bob (R.J.)
Sent: Friday, April 19, 2002 2:41 PM
To: Corbett, Sandra (S.M.)
Cc: Sanders, Muriel (M.S.); Gilbert Fournelle
Subject: RE: Action Required: 1 May 2002 PDQOS

Sandy,
What do we need presentation-wise?

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: Corbett, Sandra (S.M.)
Sent: Friday, April 19, 2002 2:26 PM
To: Grewal, Bill (B.S.); Klar, Jerry (G.T.)
Cc: Hoffman, Michael (M.V.); Hansen, George (G.C.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.); Fascetti, Bob (R.J.)
Subject: RE: Action Required: 1 May 2002 PDQOS

Based on our top 5 SAQ items, my suggestion is to present D21 Engine Stalls at the May 1st PDQOS.

E29-Check engine light is the DPFE story which this audience is well aware.
D02-Engine would not start ranks high because of the high CPU for engine swaps due to Eaton Valve failures; again a known story.
P59-Other trans troubles was discussed at the April 1 PDOS.
N11-Unusual Engine noise has dropped in the SAQ rank from 14 to 36.

So, for Escape specific items:

1. Total Powertrain Snapshot
2. QSF & HI MI: 3.0L Throttle body
3. Emerging Issue: Noise on Turns
4. 3.0L Stalls

Agenda will be distributed on Monday April 22. Let's discuss any changes you feel appropriate.

Bob & Bob, Heads up....

—Original Message—

From: Corbett, Sandra (S.M.)
Sent: Thursday, April 18, 2002 9:54 AM
To: Grewal, Bill (B.S.); Klar, Jerry (G.T.)
Cc: Hoffman, Michael (M.V.); Hansen, George (G.C.); Altoonian, Don (D.J.)
Subject: RE: Action Required: 1 May 2002 PDQOS

The Backbone Support list from Takasawa on the Escape program included the top 5 items that you have listed below, not 6.

Below are the new rankings based on the newly released (4/15) SAQ. We showed large improvements in Engine Hes/Surge (expected with R12 cal improvements) and unusual noise at Idle.

#	<u>Old Rank</u>	<u>New Rank</u>	<u>CCC</u>
1	2	2	Check Engine Light

2	3	3	Engine Would not Start
3	6	4	Engine Stalls
4	4	5	Other Automatic Transmission Troubles
5	14	36	Unusual Engine Noise At Idle
6	23	37	Engine Hesitates/Surges when accelerating.

Sandy Corbett

Escape P/T QRT

Phone/Fax: (313)59-44351

Product Development Center 2H-B66

—Original Message—

From: Grewal, Bill (B.S.)
Sent: Thursday, April 18, 2002 8:16 AM
To: Klarr, Jerry (G.T.)
Cc: Corbett, Sandra (S.M.); Hofman, Michael (M.V.)
Subject: FW: Action Required: 1 May 2002 PDQOS

Jerry,

Escape is on the agenda for deep dive review for May 01, PDQOS.

The top "Catch Ball Issues" for Escape are:

1. Check Engine Light
2. Engine Would not Start
3. Other Automatic Transmission Troubles
4. Engine Stalls
5. Unusual Engine Noise At Idle
6. Engine Hesitates/Surges when accelerating.

My suggestion is to pick the system that has not been reviewed in NAQPAM meeting. I think "other Transmission Troubles" was reviewed in last NAQPAM.

We will be discussing this topic in today's Escape PTQRT meeting.

Please let me know which system you would prefer to deep dive in this meeting.

Bill Grewal, CRE

Supervisor - Engineering Reliability-*Ford Outfitters* - PTSE

PDC 20D41: e-mail : BGREWAL1@Ford.com

Tel. (313) 24-85519 Fax (313) 317-7286

Success is Never FinalFailure is Never Fatal.....

—Original Message—

From: Preston, Carla Traci (C.T.)
Sent: Wednesday, April 17, 2002 6:36 PM
To: Klarr, Jerry (G.T.); Fusco, Frank (F.D.); von Foerster, Steve (S.); Terzes, Laura (L.D.); Jammoul, Ali (A.); Le, Dzang (D.H.); Hilborn, Theresa (T.O.); Kuhn, Gregory (G.F.); Pennington, Brian (K.); Powers, Ken (K.W.)

Cc: Grevel, Bill (B.S.); Madhavan, Ranganathan (R.); Sharkey, Patricia (P.); Judge, Surinder (S.S.); Edmondson, Tammy (T.L.); Hatten, Ophelia (O.); Khan, Asad (A.); Noma, Rurie (F.); Cuper, Dennis (D.P.); Fukuda, Neil (N.P.); Garrett, Bruce (B.); Smith, Alan (A.R.)
Subject: Action Required: 1 May 2002 PDQOS

Hello All,

In an effort to be more efficient, the team will be distributing the agenda for the 1 May 2002 PDQOS meeting on Monday, 22 April 2002. It has been helpful for the PVT Managers and the CNEs to know what topics will be discussed at the meeting. Please, provide your responses to Asad Khan (AKHAN20) by Friday, 19 April 2002.

Jerry, Ali and Frank:

Powertrain, Climate Control, and Chassis are scheduled as the functional highlight areas for the 1 May 2002 Outfitters PDQOS meeting. Please advise as follows:

- what specific topics you will be discussing by nameplate as well as specific issues (QSFs, HI Mileage, Warranty)
- how long you will need

Theresa, Brian, Greg and Ken:

- Bob has requested that each PVT manager prepare and discuss the Single Agenda similar to the Escape BB Monitor Support sheet. Ken is sending a copy to each PVT Manager
- Theresa / Brian, the team also liked the manner in which Explorer highlighted and discussed open VQR BB issues. All PVTs should have similar VQR information
- FCPA needs to be reported at the 1 May 2002 meeting

Steve

- Per our discussion VE will be allocated 1 hour at each meeting. Please advise as to your specific agenda topics.

Laura and Mike

- FCSD and Finance are standing agenda topics. Please advise of how much time you will both need.

Carla

From: Sanders, Muriel (M.S.)
Sent: Friday, April 19, 2002 4:30 PM
To: Yeung, Lem (.)
Co: Dalbo, Bob (R.J.)
Subject: Status of PCV dyno testing

Hi. The 3.0L Escape Stall team would like to know the status of the dyno PCV testing. Please update us on the status and estimated completion date of this testing. Thanks.

Muriel Sanders

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

From: Sanders, Muriel (M.S.)
Sent: Monday, April 22, 2002 1:30 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Requested Service Record

Bob,

Here's the response I got from Rhae regarding the service records on Edwin Chen's vehicle (TX vehicle that Edwin Moses has e-mailed you about).

Muriel Sanders

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

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

From: Suarez, Rhae (R.)
Sent: Monday, April 22, 2002 1:20 PM
To: Sanders, Muriel (M.S.)
Cc: King, Robert (R.F.)
Subject: RE: Requested Service Record

Muriel I contacted Tim and Wes on what they knew about the vehicle in question. Hopefully there is some new information for you that Tim gave me. As you can see at the end of Tim's note, Mr. Chen got a copy of the RO with a list of the all the items replaced. I am not sure what else can be done at this time.

Bob - any suggestions?

I already checked the AWS stuff on line and there isn't any reports at this time (probably some lag time) and there are no CQIS reports either.

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

From: Duffy, Timothy (T.J.)
Sent: Friday, April 19, 2002 1:40 PM
To: Suarez, Rhae (R.)
Cc: Malk, Wesley (W.K.)
Subject: RE: Stalls vehicle

Rhae,

I'll go ahead and pretty much start from the beginning and give you all of the information that I have on this customer--hopefully it will be of some assistance!

The customer, Mr. Chen, brought in his first vehicle with a known stalling concern (one that he knew had no published fix), but we could not verify it. He brought it in multiple times, but knew that there was no published way to identify the concern (and the dealership never could identify the concern, even after driving it for over two weeks at one time), and wanted to get reimbursed for his vehicle. He knew that this would be a candidate for the Lemon Law in the state of Texas--as did we--so we agreed to repurchase it for an exchange unit--any Ford or Lincoln-Mercury product.

The customer was concerned with getting a unit that would be the cheapest (he knew that he would have to pay a mileage charge, and did not want to have to pay more to get into a unit), and really liked the Sport

Trac, but thought that it would cost more. He really kept pushing to get a refund, but we indicated that we would only exchange his unit. Even though he liked the Sport Trac better and it would end of costing about the same as the Escape, he decided to ORDER an Escape (because they didn't have the one that he wanted), remaining in the vehicle he claimed was unsafe to drive that stalled many times (he stated). He waited for over 6 weeks for his unit to come in, and although he had multiple concerns within a short time period before the RAV, he never came back with any concerns that the vehicle had been exhibiting the stalling issue. Basically the vehicle had the stalling concern that we couldn't address many times before he was issued the option for a new vehicle, but after he ordered it, the stalling incidents stopped.

On to the second vehicle...

Mr. Chen got his second vehicle, stated that it stalled twice within 5 days, and brought it in immediately. We contacted Muriel Sanders and she gave us the unpublished, but official set of tests to run on the vehicle to determine if a problem existed and where. We ran all the tests she gave us--not once--but twice. The first set of tests was run by one of the dealership's technicians, and the second time was handled personally by the shop foreman. After both tests, the vehicle checked out as normal--nor were there any codes in the PCM that would indicate that there had ever been a stalling issue. After there was no problem found with the vehicle, Mr. Chen again pushed for us to refund his money for the vehicle at MSRP. He said that he would accept nothing else, and that was final (it should be noted that he got his vehicle on the Z Plan--the same price as the A Plan).

As far as when the claim will show up, I am unaware of when that will hit the system. However, the customer was given an RO with the exact items that were performed on his Escape by the service department at the dealership.

I hope that this helps. Hopefully this can be resolved soon.

Take care, and have a great weekend!

Tim Duffy

FCSD Market Manager

Southwest Region-Austin E2

tduffy1@ford.com

(281) 897-1721

---Original Message---

From: Sanders, Muriel (M.S.)
Sent: Monday, April 22, 2002 1:12 PM
To: Suarez, Rhae (R.)
Subject: Requested Service Record

Hi Rhae,

I hope you had a good weekend! Did you get the chance to get the service record I spoke with you about on Thursday? This was the customer who had a 2001 that stalled and Ford bought back and now he is saying that the 2002 he has is stalling. He took it in for repairs and I have been asked to verify that all repairs were done. I listed the vehicle info below. Let me know if you need further information or if you can't get the service record. Thanks.

2002 Ford Escape
VIN: 1FMCU04172KCZ7712
Customer: Edwin Chen

Muriel Sanders

U204 3.0L Calibration

Ford Motor Company

Phone: 313-32-27307
Fax: 313-32-31786
E-mail: msander6@ford.com

From: Dalbo, Bob (R.J.)
Sent: Monday, April 22, 2002 2:25 PM
To: Moses, Edwin (E.D.)
Subject: FW: Requested Service Record

Ed,
Here's what we have on your co-alumni's vehicle. What exactly does he want help with?

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: Monday, April 22, 2002 1:30 PM
To: Dalbo, Bob (R.J.)
Subject: FW: Requested Service Record

Bob,

Here's the response I got from Rhae regarding the service records on Edwin Chen's vehicle (TX vehicle that Edwin Moses has e-mailed you about).

Muriel Sanders

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

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

From: Suarez, Rhae (R.)
Sent: Monday, April 22, 2002 1:20 PM
To: Sanders, Muriel (M.S.)
Cc: King, Robert (R.F.)
Subject: RE: Requested Service Record

Muriel I contacted Tim and Wes on what they knew about the vehicle in question. Hopefully there is some new information for you that Tim gave me. As you can see at the end of Tim's note, Mr. Chen got a copy of the RO with a list of the all the items replaced. I am not sure what else can be done at this time.

Bob - any suggestions?

I already checked the AWS stuff on line and there isn't any reports at this time (probably some lag time) and there are no CQIS reports either.

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

From: Duffy, Timothy (T.J.)
Sent: Friday, April 19, 2002 1:40 PM
To: Suarez, Rhae (R.)
Cc: Malik, Wesley (W.K.)
Subject: RE: Stalls vehicle

Rhao,

I'll go ahead and pretty much start from the beginning and give you all of the information that I have on this customer—hopefully it will be of some assistance!

The customer, Mr. Chen, brought in his first vehicle with a known stalling concern (one that he knew had no published fix), but we could not verify it. He brought it in multiple times, but knew that there was no published way to identify the concern (and the dealership never could identify the concern, even after driving it for over two weeks at one time), and wanted to get reimbursed for his vehicle. He knew that this would be a candidate for the Lemon Law in the state of Texas—as did we—so we agreed to repurchase it for an exchange unit—any Ford or Lincoln-Mercury product.

The customer was concerned with getting a unit that would be the cheapest (he knew that he would have to pay a mileage charge, and did not want to have to pay more to get into a unit), and really liked the Sport Trac, but thought that it would cost more. He really kept pushing to get a refund, but we indicated that we would only exchange his unit. Even though he liked the Sport Trac better and it would end of costing about the same as the Escape, he decided to ORDER an Escape (because they didn't have the one that he wanted), remaining in the vehicle he claimed was unsafe to drive that stalled many times (he stated). He waited for over 6 weeks for his unit to come in, and although he had multiple concerns within a short time period before the RAV, he never came back with any concerns that the vehicle had been exhibiting the stalling issue. Basically the vehicle had the stalling concern that we couldn't address many times before he was issued the option for a new vehicle, but after he ordered it, the stalling incidents stopped.

On to the second vehicle...

Mr. Chen got his second vehicle, stated that it stalled twice within 5 days, and brought it in immediately. We contacted Muriel Sanders and she gave us the unpublished, but official set of tests to run on the vehicle to determine if a problem existed and where. We ran all the tests she gave us—not once—but twice. The first set of tests was run by one of the dealership's technicians, and the second time was handled personally by the shop foreman. After both tests, the vehicle checked out as normal—nor were there any codes in the PCM that would indicate that there had ever been a stalling issue. After there was no problem found with the vehicle, Mr. Chen again pushed for us to refund his money for the vehicle at MSRP. He said that he would accept nothing else, and that was final (it should be noted that he got his vehicle on the Z Plan—the same price as the A Plan).

As far as when the claim will show up, I am unaware of when that will hit the system. However, the customer was given an RO with the exact items that were performed on his Escape by the service department at the dealership.

I hope that this helps. Hopefully this can be resolved soon.

Take care, and have a great weekend!

Tim Duffy

FCSD Market Manager

Southwest Region-Austin E2

tduffy1@ford.com

(281) 897-1721

—Original Message—

From: Sanders, Muriel (M.S.)
Sent: Monday, April 22, 2002 1:12 PM
To: Suarez, Rhoe (R.)
Subject: Requested Service Record

Hi Rhae,

I hope you had a good weekend! Did you get the chance to get the service record I spoke with you about on Thursday? This was the customer who had a 2001 that stalled and Ford bought back and now he is saying that the 2002 he has is stalling. He took it in for repairs and I have been asked to verify that all repairs were done. I listed the vehicle info below. Let me know if you need further information or if you can't get the service record. Thanks.

2002 Ford Escape
VIN: 1FMCU04172KC27712
Customer: Edwin Chen

Muriel Sanders

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

From: Yeung, Lem (.)
Sent: Monday, April 22, 2002 5:04 PM
To: Sanders, Muriel (M.S.)
Cc: Dalbo, Bob (R.J.); Ortman, James (J.W.); Fleszar, Kenneth (K.J.); Fablen, Phil (P.A.)
Subject: RE: Status of PCV dyno testing

Muriel,

The testing is to begin tomorrow as cell problems over the weekend prevented this from starting today. The test requires 12 dyno shifts initially with potential for another 24 additional dyno shifts depending on the results of the first 12. Dyno currently is only running 2 shifts per day so we won't have any new data to review until late next week. We can discuss details of the test if you or Bob want to call me.

W. Lem Yeung
Ford Motor Company
U204 Duratec Engine Systems Supervisor
Work 313-32-23644
Pager 888-442-0321
Fax 313-594-7323

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

From: Sanders, Muriel (M.S.)
Sent: Friday, April 19, 2002 4:30 PM
To: Yeung, Lem (.)
Cc: Dalbo, Bob (R.J.)
Subject: Status of PCV dyno testing

Hi. The 3.0L Escape Stall team would like to know the status of the dyno PCV testing. Please update us on the status and estimated completion date of this testing. Thanks.

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

From: Dalbo, Bob (R.J.)
Sent: Monday, April 22, 2002 5:52 PM
To: Lintaco, Stevan (S.)
Subject: FW: 97-4373 TSB Escape 3.0L - Reprogram/Repl PCM driveability Check1 (FCSD Global Template v1.0 Request for Input)

Importance: High

Here's the latest draft I have. 32-40% is correct.

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: Williams, Les (LHW.)
Sent: Wednesday, April 03, 2002 12:36 PM
To: Suarez, Rhas (R.)
Cc: Sanders, Muriel (M.S.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.)
Subject: RE: 97-4373 TSB Escape 3.0L - Reprogram/Repl PCM driveability Check1 (FCSD Global Template v1.0 Request for input)
Importance: High

Rhas, we didn't change the 32-38% to 32-40%? What about the various corrections I emailed in red yesterday. What's goin' on brotha man?

Thx,
les

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

From: Suarez, Rhas (R.)
Sent: Wednesday, April 03, 2002 9:36 AM
To: Johnson, Jim (J.S.)
Cc: Sanders, Muriel (M.S.); Williams, Les (LHW.); Altoonian, Don (D.J.)
Subject: FW: 97-4373 TSB Escape 3.0L - Reprogram/Repl PCM driveability Check1 (FCSD Global Template v1.0 Request for input)

Here is the SSM and a copy of the TSB draft (should be released shortly). They should be useful for more info in regards to stalls.

Like we talked about, the lead person for the stalls team is Muriel Sanders (previously Les Williams). A Powertrain contact is Don Altoonian (PIQRT)

Please let me know if I can help in any way.

Thanks,

Rhas 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

ENTIRE PAGE
CONFIDENTIAL

Next/Previous Article (N/P): _ Article #: SSM 15589 Date:
01/30/2002
Symptom: 6 07 DRVABL STALL/QUITS
Year Vt Fm Vl Mdl Trans Engine Calib Axle
Criteria: 2001 T MR

REFLASH (PCM) W WDS VERSION B17.1 OR LATER

SOME 2001/2002 3.0L ESCAPES MAY EXHIBIT AN INTERMITTENT ENGINE QUIT
CONDITION,

USUALLY 1 TIME DURING CLOSED THROTTLE DECEL WITH NO DTC'S OR MIL. THE
ENGINE

RESTARTS IMMEDIATELY. TO SERVICE, REPROGRAM PCM W/WDS VERSION B17.1 OR
LATER.

SOME 2001MY PCMS CAN NOT BE REPROGRAMMED AND MUST BE REPLACED. THIS IS
DETER-

MINED BY THE MPC # LOCATED IN UPPER LEFT CORNER OF THE BARCODE ON THE
PCM. IF

MPC# 160 THEN REPLACE WITH PART# 1U7Z-12A650-AXA AND REPROGRAM. IF MPC#
IS

161 THEN JUST REPROGRAM. ALL 2002MY PCMS CAN BE REPROGRAMMED. DISCONNECT
THE

VENT LINE IN THE EVAP EMISSIONS SYSTEM FROM THE CHECK VALVE SIDE. USING
SHOP

AIR, BLOW AIR THROUGH THE VENT LINE FROM THE CHECK VALVE SIDE FORWARD.
CHECK

FOR REVISED EEC POWER RELAY. IF RELAY HAS WHITE LETTERING, REPLACE
W/FOAZ-

14N089-A. MAKE SURE RELAY PIN CONNECTIONS ARE TIGHT IN POWER
DISTRIBUTION BOX.

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

From: rsuarez8@ford.com [mailto:rsuarez8@ford.com]

Sent: Wednesday, March 06, 2002 11:05 AM

To: rsuarez8@ford.com

Subject: 97-4373 TSB Escape 3.0L - Reprogram/Repl PCM driveability
Check1 (FCSD Global Template v1.0 Request for input)

*(Begin automated email)

PRIVILEGED AND CONFIDENTIAL

Confidential Information - Do Not Distribute

*** DRAFT ***

This message is being sent on behalf of rsuarez8 to rsuarez8@ford.com,
lwilli73@ford.com, rking9@ford.com, rdalbo@ford.com, daltoni@ford.com,
msander6@ford.com, gfournal@ford.com, mprice28@ford.com,

slintiac@mazdausa.com, jkosko@ford.com, wwettach@ford.com,
lyeung@ford.com, bfascett@ford.com, ktakasaw@ford.com for purposes of
email compatibility.

You are requested to provide input to the author of this message.
Forward/send any comments to the author of this message only.

Comments:

This is submitted per engineering request to address U204 driveability
concern.

Author: rsuarez8

Request Type: TSB

Title (subject): Escape 3.0L - Reprogram/Repl PCM driveability Checklist
Applications:

(application 1) 2001 and 2002 Escape 3.0L

Activity Code: 63 LHD ESCAPE/MAVERICK

QSF/Non-QSF Status: Non-QSF Item (system generated tracking number)

Tracking Number: 97-4373

Is this a publication space concern? No

Does this request supersede an active TSB/SSM/ISM? Yes

TSB/SSM/ISM to supersede: 15589

Message Type: Final

Other applicable articles:

Date Repair was Verified: 1/30/2002 9:00:00 AM

Repair Verified by CDSID: lwilli73

Repair Verification: Engineering has evaluated 13 vehicles experiencing
engine quit/idle dips had

their PCMs reprogrammed with the updated calibration in late December
2001/early January 2002. All 13 have not experienced engine quit/idle
dips

after the updated calibration was programmed into the PCMs.

Are Parts Required? Yes

Are Illustrations Required? No

Contact information for additional illustrations:

CDSID:

Name:

Phone:

Illustration notes:

Is Calibration CD required? Yes

Calibrations:

(calibration 1) 0M11A30511 0M11A30512 1U7A AXA 1U7A AXB 3.0L ESCAPE -
FORD ATF1

(calibration 2) 0M11B30511 0M11B30512 1U7A AZA 1U7A AZB 3.0L ESCAPE -
CAA ESG1

Has a White Paper or Certification Wire been sent to VEE? YesDate White

Paper or Certification Wire sent to VEE: 11/15/2001 9:00:00 AMHave you

completed a part request for the calibrations listed? YesDo you have

access to a vehicle for time study? YesContact for vehicle CDSID:

DALTOONITrustmarks that apply: Ford

Article Distribution: WDMO; NA: Canada, Mexico, United States

OASIS Service Codes: 607000 607400 607500 607600 607700 611000 611500

614000 614500 614600

Causal Basic Part # or Finis Code:

(part or finis 1) 12A650 Powertrain: 42

Issue/Cause TSB or SSM Text:

Some 2001/2002 3.0L Escapes may exhibit an intermittent engine quit condition. This is usually a 1 time event during closed throttle decel with no DTCs and no MIL. The engine will restart immediately.

Repair Action TSB:

When normal diagnostics don't pin point root cause preform Driveability Checklist.

Service Procedure TSB:

1. The vehicle should be at idle in park at approximately 750 RPM, and the engine temperature should be at least 190F. All accessories and the engine cooling fan should be off. Using only WDS version B17.1 or later, ensure that IAC duty cycle is between 32%-38% with no purge flow. Important note: engine RPM will slowly ramp up, it is extremely important to check the IAC duty cycle when the RPM is at 750 RPM. Even 800 RPM is too high for checking IAC duty cycle under these conditions. If IAC duty cycle is within specification, then immediately go to step 2 now. If IAC duty cycle is out of specification, replace IAC with part # YF1E-9F715-AB. Again, ensure that IAC duty cycle is between 32-38% with no purge flow. If IAC duty cycle is within specification after replacing with a new IAC, then go to step 2 now. If IAC duty cycle is still out of specification, replace throttle body with part # YL8Z-9E926-DA. Verify corrective action, then proceed to step 2.

2. For vehicles sold in the US and Canada perform the following: If vehicle built after 1/16/02 then proceed immediately to step 4. If not, reprogram PCM w/WDS version B17.1 or later. Only use WDS version B17.1 or later during this reprogramming. Some 2001MY PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160 then replace with part# 1U7Z-12A650-AXA and reprogram. If the PCM is MPC 161 then just reprogram. Verify latest calibration was successfully reprogrammed; WDS should show latest calibration level as 1U7Z-12A650-AXB. Proceed to step 4.

3. For vehicles sold in Mexico perform the following: If vehicle built after 1/16/02 then proceed immediately to step 4. If not, reprogram PCM w/WDS version B17.15 or later. Only use WDS version

B17.15 or later during this reprogramming. Some 2001MY PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160 then replace with part# 1U7Z-12A650-AZA and reprogram. If the PCM is MPC 161 then just reprogram. Verify latest calibration was successfully reprogrammed; WDS should show latest calibration level as 1U7Z-12A650-AZB. Proceed to step 4.

4. The vehicle should be at idle in park at approximately 750 RPM, and the engine temperature should be at least 190F. All accessories and the engine cooling fan should be off. Using only WDS version B17.1 or later; if the Evaporative Vapor Management Duty Cycle (EVAPVM) stops increasing its duty cycle and stays at 95-100% for over 1 minute while FTP stays at approximately 2.6 volts, replace vapor management valve with part number YL8Z-9C915-AA. If EVAPVM is functioning correctly, do not replace the vapor management valve. Verify corrective action, then Proceed to step 5.

5. The vehicle should be at idle in park at approximately 750 RPM, and the engine temperature should be at least 190F. All accessories and the engine cooling fan should be off. Using only WDS version B17.1 or later; if EVAPVM drops to 0% from 60 - 80% (premature purge shutoff), check for an obstructed vent line. This condition may be accompanied by a sudden RPM drop while idling. The premature purge shutoff is caused by the tank not reaching a pre-specified vacuum state. To clear the possible obstructed vent line, disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases stalling occurs. Verify corrective action, then proceed to step 6.

6. If the EEC relay has white lettering printed on the top

of
it, replace with a new service relay. If EEC relay does not have white lettering, proceed to step 7. The new service relay, made by Hella, should have lettering stamped into it. The entire surface of the new service relay is black. Part number is FOAZ-14N089-A. (Both the new service relay and the old relay have the same part number, so make sure the relay you are using has lettering stamped into it). For location use 2001 Wiring Diagram sections 303-07B-00-1 Connector # C1016, 700-06-00-37 Battery Junction Box. Proceed to step 7.

7. Ask customer if they have significant weight dangling from key chain while keys are in ignition. If they do have significant weight (approximately 9 oz or more), and stalls are occurring while traveling over bumps, the key chain weight may be causing the stalls by jarring the ignition cylinder so that the car cuts off. When this occurs, all gages immediately shut off (fuel reads 'E', tachometer goes to zero, speedometer goes to zero immediately). Recommend to the customer using less keys if possible to avoid stress on the ignition cylinder/ignition switch. Proceed to step 8.

8. Take vehicle on a road test, long enough to experience 3 closed throttle decels from around 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips, below 680 RPM.

WERS Concern Number, Date Released in WERS

QSF single agenda date/program FRC date: 12:00:00 AM

Parts:

(part 1)	IAC YF1E-9F715-AB	1	YF1Z-9F715-AA	Sell
(part 2)	Throttle body	YL8U-9E926-DE	1	YL8Z-9E926-DA Sell
(part 3)	PCM	1U7A-12A650-AXA	1	1U7Z-12A650-AXA Sell
(part 4)	VMV	YL84-9F933-AB	1	YL8Z-9C915-AA Sell
(part 5)	EEC Relay	FOAB-14B192-AA	1	FOAZ-14N089-A Sell
(part 6)	PCM	1U7A-12A650-AZA	1	1U7Z-12A650-AZA Sell

Special instructions/remarks:

Repairs Per 1000 Vehicles: 6

Year(s) of Vehicles: One Year Old

Criticality of Fix: Dependability perceived affected

Repair quantity needed as estimated by engineers: 600

Is geographic location significant? No

If Yes, Vehicle Populations:

United States: 250000

Ford of Canada: 40000

Association: 0

Ford of Mexico: 20000

Europe: 0

Direct: 0

Asia/Pacific: 0

South America: 0

WDMO: 15000

Aston Martin: 0

Mazda: 0

Ford: 325000

Mercury: 0

Jaguar: 0

Think: 0

Land Rover: 0

Volvo: 0

Lincoln: 0

Nissan: 0

VW: 0

North American Article Number: 3

Global Article Number:

Last act taken (as of 06-Mar-2002, 11:05:10 AM): Submit for review

(End automated email)*

From: Freeland, Mark (M.)
Sent: Monday, April 22, 2002 6:43 PM
To: Dalbo, Bob (R.J.)
Subject: RE: Temperature Sensitivity

Bob,
According to the literature, it should be easier to get a CMOS device to go into a SCR latch at higher temperatures.

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreela1@ford.com
Tel.: (313) 594-7645

---Original Message---

From: Dalbo, Bob (R.J.)
Sent: Monday, April 22, 2002 5:49 PM
To: Freeland, Mark (M.)
Subject: Temperature Sensitivity

Mark,
How does temperature affect the Kavlico DPFE sensor's noise sensitivity?

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

From: Sanders, Muriel (M.S.)
Sent: Tuesday, April 09, 2002 3:37 PM
To: Souchock, Peter (P.D.)
Cc: Bauer, Scott (S.C.); Dalbo, Bob (R.J.)
Subject: RE: Survey of Escape Owners

I inserted a summary of each phone call made last night into the phone list spreadsheet. Please let me know if you would like the original survey sheets.

█
.k List - Summary.

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: Monday, April 08, 2002 3:55 PM
To: Klostermann, Eric (E.); Sanders, Muriel (M.S.); Kamal Bhojwani; Gilbert Fournelle
Cc: Souchock, Peter (P.D.); Bauer, Scott (S.C.)
Subject: FW: Survey of Escape Owners

Pete,

I assume we are only calling the people with numbers listed in the attached file.

If so, could the following people please contact the people within the following line numbers in the attached list. These ranges represent about 5 people each. We need to complete these calls tonight.

Range:	Caller:
44 - 52	Gilbert Fournelle
52 - 69	Eric Klostermann
70 - 90	Muriel Sanders
91 - 105	Kamal Bhojwani
106 - 125	Bob Dalbo

The list of names and the questions are attached. Thanks for your help.

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: Souchock, Peter (P.D.)
Sent: Monday, April 08, 2002 1:56 PM

To: Dalbo, Bob (R.I.); Bauer, Scott (S.C.)
Subject: Survey of Escape Owners

Bob,

Attached is a copy of the phone survey and the list of people to call. I am planning on calling the people on the first page No. 1-43. Will you, and your people, please call No. 44-125. Note we do not have all the phone no., just call those that we have. We are trying to get the other phone numbers on the list. We want to get 100 + responses so please try to call as many as possible. Can your group get started tonite? Please let me know. I tried to return your call but you were out.

Thanks,

Pete Souchock

External Investigations Manager

Automotive Safety Office

Ph. 313 32-26887 Fax 313 59-42268

Suite 500, FPS

<< File: Telephone Survey Dialogue.doc >> << File: Polk Returned List 43 Phone Nos.xls >>

PE01-048 Polk Data from 132 VINs Resulting in 122 Customer Names and 43 Phone Numbers April 5, 2002
 (from AWS claims-- random VINs [1-3] from each state)

No.	VIN	SURNAME/FIRM NAME	STATE	PHONE
45	1FMCU03141KA69197	GREGOIRE	FL	3864473771
46	1FMCU03141KF42807	VELDINK	FL	8508778359
48	1FMCU03111KF35071	FONDAW	AL	2054811480
49	1FMCU03141KB02747	DESFORGES	AL	2059877808
52	1FMCU03161KC23804	BLOOMINGBURG	TN	7319897966
57	1FMCU04101KF92084	SEGEBARTH	KY	2703223329
59	1FMCU03161KA88785	PARADISE	OH	2163817834
60	1FMCU03181KB80710	SALAMON	OH	4403980032
67	1FMCU041X1KB22502	MOLYNEUX	IA	6416342645
68	1FMYU02161KE73805	VANGUNDY	IA	5152880448
70	1FMCU04111KC38789	WILFER	WI	2626282595
74	1FMCU04111KF10654	PAFF	MN	9524704543
76	1FMYU04121KB40160	RUDE	SD	6052554917
78	1FMYU04171KF61438	SCHULTZ	ND	7017460972
90	1FMCU04101KF98838	WHITE	KS	9133830290
92	1FMCU04101KB70817	SCHWARTMAN	NE	4027812221
93	1FMYU01111KB05159	DAY	LA	5047378582
97	1FMYU02181KA48979	BARTON	AR	5015820648
98	1FMCU03191KB03408	GEER	OK	9182986989
105	1FMYU04191KA34613	BLAKE	UT	8012958284

EMZ-827 27789

PE01-043 Polk Data from 132 VINs Resulting in 122 Customer Names and 43 Phone Numbers April 5, 2002
 (from AWS claims- random VINs [1-3] from each state)

No.	VIN	SURNAME/FIRM NAME	STATE	PHONE
106	1FMYU04121KC61593	SNELL	UT	4354336852
116	1FMCU03101KF08332	FAKE	HI	8083959711
118	1FMCU04101KA00389	OLSON	OR	5035887180
118	1FMCU04101KB50311	BRAZELL	OR	5416897090
122	1FMCU04131KF85680	HUGHES	WA	5094884180
124	1FMYU041X1KA01443	HARDING	AK	9075228318

0902-027 27718

From: Souchock, Peter (P.D.)
Sent: Tuesday, April 09, 2002 5:18 PM
To: Sanders, Muriel (M.S.)
Cc: Dalbo, Bob (R.J.); Bauer, Scott (S.C.)
Subject: RE: Survey of Escape Owners

Muriel,

Thanks, Please hold onto the original survey sheets. I would like to set up a meeting next week with all the callers to discuss the results. There does appear to be some patterns in the responses. I left a message with Bob asking that his group follow up on the no answers from last nite, we need a bigger response number for the NHTSA reply

Pete

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

From: Sanders, Muriel (M.S.)
Sent: Tuesday, April 09, 2002 3:37 PM
To: Souchock, Peter (P.D.)
Cc: Bauer, Scott (S.C.); Dalbo, Bob (R.J.)
Subject: RE: Survey of Escape Owners

I inserted a summary of each phone call made last night into the phone list spreadsheet. Please let me know if you would like the original survey sheets.

<< File: Polk List - Summary.xls >>

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: Monday, April 08, 2002 3:55 PM
To: Klostermann, Eric (E.); Sanders, Muriel (M.S.); Kamal Bhojwani; Gilbert Fournelle
Cc: Souchock, Peter (P.D.); Bauer, Scott (S.C.)
Subject: FW: Survey of Escape Owners

Pete,

I assume we are only calling the people with numbers listed in the attached file.

If so, could the following people please contact the people within the following line numbers in the attached list. These ranges represent about 5 people each. We need to complete these calls tonight.

Range:	Caller:
44 - 52	Gilbert Fournelle
52 - 69	Eric Klostermann
70 - 90	Muriel Sanders
91 - 105	Kamal Bhojwani
106 - 125	Bob Dalbo

The list of names and the questions are attached. Thanks for your help.

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: Souchock, Peter (P.D.)
Sent: Monday, April 08, 2002 1:56 PM
To: Dalbo, Bob (R.J.); Bauer, Scott (S.C.)
Subject: Survey of Escape Owners

Bob,

Attached is a copy of the phone survey and the list of people to call. I am planning on calling the people on the first page No. 1-43. Will you, and your people, please call No. 44-125. Note we do not have all the phone no., just call those that we have. We are trying to get the other phone numbers on the list. We want to get 100 + responses so please try to call as many as possible. Can your group get started tonite? Please let me know. I tried to return your call but you were out.

Thanks,

Pete Souchock
External Investigations Manager
Automotive Safety Office
Ph. 313 32-26867 Fax 313 59-42268
Suite 500, FPS

<< File: Telephone Survey Dialogue.doc >> << File: Polk Returned List 43 Phone Nos.xls >>

From: Williams, Lee (LHW.)
Sent: Tuesday, April 09, 2002 7:33 PM
To: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.)
Subject: Andrew Qualls -210-558-8972

What's up gang:

I spent 25 minutes on the phone last night with a customer who went into GREAT detail on his stalling issue. It was almost 10 PM EST so I had to tell him I had to run home to take care of my family just to politely get off the phone.

He is aware of the investigation via the websites and is upset b/c his dealers do not seem to be of any assistance. Should we get in contact with the dealer...Red Macomb in San Antonio? Is this our place to intervene to help this particular customer out? I wanted to do so as a good-natured gesture, but I wanted to see what your thoughts are b/c I am no longer heading up the stalls effort, I am just a consultant (ha ha).

His vehicle has stalled 4 times, going 35-45 mph closed throttle decel down a hill. He has had the PCM reprogrammed twice. His wife does not want to touch it, it is sitting in their garage. Ford Customer Service has been remiss in calling him back in a timely fashion. I told him I would try to dig into the issue more.

Let me know your thoughts on the plan of action.

CAD Boy.

From: Williams, Lee (LHW.)
Sent: Tuesday, April 09, 2002 8:01 PM
To: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.)
Subject: Having too much fun...

dammit I gotta share this with ya'll...

I'm talkin' on the phone with an elderly lady from TX, and it turns out her car never stalled [just hesitated b/c an insulated wire was touching a component and causing vehicle to hesitate on acceleration (if wire was not insulated it would have shut vehicle off)]. She said this has been a prob on many escapes, and her situation is cool now. ANYways, we get into a cool conversation about TX and she asked me to make her car payments. I said only if you cook my dinner for the next 5 yrs. She says no prob, and asked if I like Mexican. We get into this long conversation about how sunny it is down there and she says, 'Man I have a great Tan from all this weather, you gotta get out of MI and move down south' I go, 'I got you beat lady, I'm BLACK...I have a permanent tan.' We laugh for about 3 minutes non-stop. I'm having too much fun (and not getting enough sleep).

From: Williams, Lee (LHW.)
Sent: Tuesday, April 09, 2002 8:48 PM
To: Bauer, Scott (S.C.); Souchock, Peter (P.D.)
Co: Munoz, Kathleen (K.); Ehojwani, Kamal (K.); Sanders, Muriel (M.S.); Dalbo, Bob (R.J.)
Subject: MORS List

Here is the most recent calling I have done so far:

I have one vehicle that has was not able to start AT ALL, 2 that took 1-5 minutes to restart, and 1 that took 5-10 to restart, and 30 started immediately.

Keep in mind, just b/c some columns say 'DONE' does not mean I had results for them. 5-6 people hung up on me, and some did not have a stall at all.

What steps to take from here Scott, this is due Thursday Morning, correct? Which states do I proceed to next?

Thanks,
Lee


Lee Phone Calls.xls

a3	2001	08/06/02	ANDRE	ANIC	ANCHORAGE	AK	907-7701218	ESCAPE XLT 4X4
a3	2001	09/07/01	KRISTY	JOHNSON	HOOVER	AL	205-4094067	ESCAPE XLT 4X2
a3	2001	10/31/01	DAVID	TANNER	TRUSSVILLE	AL	205-6801933	ESCAPE XLT 4X2
a3	2001	07/31/01	MARY	WARREN	SHERWOOD	AR	501-8348769	ESCAPE XLT 4X2
a3	2001	06/01/01	JANICE	WARWICK	SMACKOVER	AR	870-7252355	ESCAPE XLT 4X2
a3	2001	06/06/01	MARY	WARREN	SHERWOOD	AR	501-8348769	ESCAPE XLT 4X2
a3	2001	06/28/01	OWEN	THOMAS	LITTLE ROCK	AR	501-2288218	ESCAPE XLT 4X4
a3	2001	08/07/01	GERHARD	SCHNEIDER	HOT SPRINGS	AR	501-9224757	ESCAPE XLT 4X4
a3	2001	08/07/01	GERHARD	SCHNEIDER	HOT SPRINGS	AR	501-9224757	ESCAPE XLT 4X4
a3	2001	08/13/01	GERHARD	SCHNEIDER	HOT SPRINGS	AR	501-9224757	ESCAPE XLT 4X4
a3	2001	08/18/01	MARY	WARREN	SHERWOOD	AR	501-8348769	ESCAPE XLT 4X2
a3	2001	10/04/00	SANDRA	SCIGLIANO	BAKERSFIELD	CA	661-8363170	ESCAPE XLT 4X2
a3	2001	11/13/00	CYRUS	HAZARI	SARATOGA	CA	408-3542988	ESCAPE XLT 4X4
a3	2001	02/28/01	MICHAEL	CARRAGHER	VICTORVILLE	CA	760-2438899	ESCAPE XLT 4X4
a3	2001	03/23/01	CARRIE	JOHNSON	SAN JOSE	CA	408-4029835	ESCAPE XLT 4X2
a3	2001	03/08/01	CARRIE	JOHNSON	SAN JOSE	CA	408-4029835	ESCAPE XLT 4X2
a3	2001	07/02/01	LORE	STEVENSON-INGLES	STOCKTON	CA	209-4777512	ESCAPE XLS 4X4
a3	2001	07/02/01	LOREN	IZOR	BURBANK	CA	818-8419258	ESCAPE XLT 4X2
a3	2001	07/13/01	TERRY	LAWRENCE	SMI VALLEY	CA	805-8251232	ESCAPE XLT 4X2
a3	2001	08/28/01	JODI	TOMCHECK	BAKERSFIELD	CA	661-2015100	ESCAPE XLT 4X2
a3	2001	08/07/01	JOSE	PORRAS	LOS ANGELES	CA	323-5851544	ESCAPE XLT 4X2
a3	2001	08/15/01	OSCAR	BENTLEY	LA HABRA	CA	562-8910237	ESCAPE XLT 4X2
a3	2001	08/17/01	LORE	STEVENSON-INGLES	STOCKTON	CA	209-4777512	ESCAPE XLS 4X4
a3	2001	10/09/01	NORAH	WILSON	RAMONA	CA	760-7899322	ESCAPE XLT 4X2
a3	2001	11/06/01	NORAH	WILSON	RAMONA	CA	760-7899322	ESCAPE XLT 4X2
a3	2001	11/18/01	JEANETTE	BONADIO	CONCORD	CA	925-7884242	ESCAPE XLS 4X2
a3	2001	11/14/01	ERIN	LAITEN	TOLUCA LAKE	CA	618-5080639	ESCAPE XLT 4X4
a3	2001	11/29/01	JEANETTE	BONADIO	CONCORD	CA	925-7884242	ESCAPE XLS 4X2
a3	2001	12/08/01	KAREN	SAMET	TUSTIN	CA	714-8327660	ESCAPE XLT 4X2
a3	2001	12/12/01	JEANETTE	BONADIO	CONCORD	CA	925-7884242	ESCAPE XLS 4X2
a3	2001	12/18/01	MICHAEL AND	TLK	YUCAIPA	CA	909-7905519	ESCAPE XLT 4X4
a3	2001	12/26/01	MARK	GRUKEY	SAN FRANCISCO	CA	415-8654035	ESCAPE XLT 4X4
a3	2001	01/11/02	MARION	MATTHES-SIDON	SMI VALLEY	CA	818-2668579	ESCAPE XLT 4X2
a3	2001	01/15/02	MARION	MATTHES-SIDON	SMI VALLEY	CA	818-2668579	ESCAPE XLT 4X2
a3	2001	01/18/02	MARION	MATTHES-SIDON	SMI VALLEY	CA	818-2668579	ESCAPE XLT 4X2
a3	2001	01/17/02	MARY	LUCCIA	BRENTWOOD	CA	925-3400974	ESCAPE XLT 4X4

03	2001	01/16/02	GENEVE	GARCIA	BLYTHE	CA	760-8212967	ESCAPE XLS 4X2
03	2002	01/24/02	CAMELA	PRENTT	ROCKLIN	CA	916-4369079	ESCAPE XLT 4X2
03	2001	01/24/02	MARY	LUCIA	BRENTWOOD	CA	825-2400974	ESCAPE XLT 4X4
03	2001	01/28/02	ROBERT	LUCAS	SANTA CLARITA	CA	861-5130643	ESCAPE XLS 4X2
03	2001	01/28/02	ROBERT	LUCAS	SANTA CLARITA	CA	861-5130643	ESCAPE XLS 4X2
03	2001	02/01/02	ROSALINDA	STAFFORD	DALY CITY	CA	800-7681964	ESCAPE XLT 4X4
03	2002	02/08/02	STANLEY	WALKER	COLUSA	CA	530-4582010	ESCAPE XLT 4X4
03	2001	04/18/01	JULIE	MOBER	DENVER	CO	303-6975349	ESCAPE XLT 4X4
03	2001	05/31/01	MICHAEL	CORDILLA	DENVER	CO	303-2824565	ESCAPE XLT 4X4
03	2001	08/08/01	ANGELA	PALMGREN	DEL NORTE	CO	719-5802808	ESCAPE XLS 4X4
03	2001	08/30/01	KATHY	FIRME	ARVADA	CO	303-4220904	ESCAPE XLT 4X4
03	2001	08/30/01	MICHAEL	RAY	PAGOSA SPRINGS	CO	970-7313122	ESCAPE XLT 4X4
03	2001	11/05/01	KENT	FAUL	ARVADA	CO	303-4207601	ESCAPE XLT 4X4
03	2001	11/18/01	MICHAEL	CHAUVIN	COLORADO SPRINGS	CO	719-5917794	ESCAPE XLT 4X4
03	2001	12/27/01	ANN	HEFF	EVERGREEN	CO	303-6700145	ESCAPE XLS 4X4
03	2001	01/07/02	MICHAEL	CHAUVIN	COLORADO SPRINGS	CO	719-5917794	ESCAPE XLT 4X4
03	2001	10/25/01	BETH	ALLEN	SEYMOUR	CT	203-8883020	ESCAPE XLT 4X4
03	2001	11/07/01	BETH	ALLEN	SEYMOUR	CT	203-8883020	ESCAPE XLT 4X4
03	2001	11/27/01	SANDRA	OSZMAR	NAUGATUCK	CT	203-7234553	ESCAPE XLT 4X4
03	2001	12/29/01	DIANE	QUEEN	NORWALK	CT	203-8474592	ESCAPE XLT 4X4
03	2001	12/27/01	DIANE	QUEEN	NORWALK	CT	203-8474592	ESCAPE XLT 4X4
03	2001	01/16/02	DIANE	QUEEN	NORWALK	CT	203-8474592	ESCAPE XLT 4X4
03	2001	08/16/01	MAUREEN	STADANLICK	NEWARK	DE	302-4550826	ESCAPE XLT 4X4
03	2001	11/27/01	MAUREEN	STADANLICK	NEWARK	DE	302-4550826	ESCAPE XLT 4X4
03	2001	02/21/01	BRUCE	BARNES	SAFETY HARBOR	FL	727-7287808	ESCAPE XLT 4X2
03	2001	04/12/01	GALVIN	GATES	JACKSONVILLE	FL	904-7787466	ESCAPE XLT 4X2
03	2001	04/14/01	KIMBERLY	VELDINK	TALLAHASSEE	FL	850-8778299	ESCAPE XLT 4X2
03	2001	04/28/01	CARNE	RAMIN	MIAMI	FL	305-2540344	ESCAPE XLT 4X2
03	2001	05/03/01	CELINA	PARKER	TITUSVILLE	FL	321-2882738	ESCAPE XLS 4X2
03	2001	08/24/01	JAMES	WEST	GAINESVILLE	FL	352-9773791	ESCAPE XLS 4X2
03	2001	08/24/01	KIMBERLY	VELDINK	TALLAHASSEE	FL	850-8778369	ESCAPE XLT 4X2
03	2001	08/18/01	PATRICK	COLLINS	JACKSONVILLE	FL	904-8060831	ESCAPE XLT 4X2
03	2001	10/28/01	BRIAN CHRIS	AXLEY	LARGO	FL	727-5312784	ESCAPE XLT 4X2
03	2001	11/05/01	MIRANDA	RASCOT	JACKSONVILLE	FL	904-5739097	ESCAPE XLT 4X4

a3	2001		11/07/01	KIMBERLY	VELDRK	TALLAHASSEE	FL	850-8778359	ESCAPE XLT 4X2
a3	2001		11/14/01	WHITNEY	HERRING	JACKSONVILLE	FL	904-2239487	ESCAPE XLT 4X4
a3	2001		11/15/01	MIRANDA	RASCOT	JACKSONVILLE	FL	904-6733087	ESCAPE XLT 4X4
a3	2001		12/20/01	JAMES	SCHUTEMA	MIAMI	FL	305-3785566	ESCAPE XLT 4X2
a3	2001		12/26/01	HERENA	FERRER	MIAMI	FL	305-3875116	ESCAPE XLT 4X2
a3	2001		01/18/02	JAMES	SCHUTEMA	MIAMI	FL	305-3785566	ESCAPE XLT 4X2
a3	2001		01/25/02	CHARLES	PAPPAS	DANIA BEACH	FL	954-9221284	ESCAPE XLT 4X2
a3	2001		02/01/02	SUSAN	WALKER	LAKE WORTH	FL	561-5824803	ESCAPE XLT 4X2
a3	2001		06/06/01	DAN DAN	WANG	ATLANTA	GA	831-3848388	ESCAPE XLT 4X2
a3	2001		07/11/01	GERALD	ROZIER	TOWNSEND	GA	912-8325827	ESCAPE XLS 4X2
a3	2001		07/20/01	JOANNE	DUTCHER	MARIETTA	GA	770-8243403	ESCAPE XLT 4X4
a3	2001		07/20/01	JOANNE	DUTCHER	MARIETTA	GA	770-8243403	ESCAPE XLT 4X4
a3	2001		08/21/01	HEATHER	HOLCOMBE	BLOOMINGDALE	GA	912-7482196	ESCAPE XLT 4X2
a3	2001		08/21/01	LOU	WHITE	CORNELIUS	GA	706-7785531	ESCAPE XLT 4X4
a3	2001		08/30/01	KINDRA	DAGLEY	SAINT MARYS	GA	912-5107967	ESCAPE XLT 4X2
a3	2001		08/30/01	STACIE	CARTER	SEDARTOWN	GA	770-7483238	ESCAPE XLT 4X4
a3	2001		08/19/01	ROBERT	HEMER	WOODSTOCK	GA	770-5172582	ESCAPE XLT 4X2
a3	2001		09/27/01	JONATHAN	SHULER	BLOOMINGDALE	GA	912-1748631	ESCAPE XLS 4X2
a3	2001		10/17/01	KINDRA	DAGLEY	SAINT MARYS	GA	912-5107967	ESCAPE XLT 4X2
a3	2001		11/07/01	MARTHA	FREEMAN	MACON	GA	478-4778238	ESCAPE XLT 4X2
a3	2001		11/14/01	JIM	NOVASKI	NEWNAN	GA	770-5029554	ESCAPE XLT 4X2
a3	2001		11/16/01	SARAJO	WATKINS	CUMMING	GA	770-8448384	ESCAPE XLT 4X4
a3	2001		11/27/01	JOANNE	DUTCHER	MARIETTA	GA	770-8243403	ESCAPE XLT 4X4
a3	2002		12/06/01	FAYE	HOOKS	MARIETTA	GA	770-4332700	ESCAPE XLT 4X2
a3	2001		12/20/01	CATHERINE	PROCTOR-STEWART	RINCON	GA	912-8287324	ESCAPE XLS 4X2
a3	2001		12/29/01	APRIL	COCHRAN	KENNESAW	GA	770-5900756	ESCAPE XLT 4X2
a3	2001		01/04/02	MICHAEL	APPLEGATE	NEWNAN	GA	770-2517306	ESCAPE XLS 4X2
a3	2001		01/07/02	ALBERT	BERRY	ROME	GA	706-2955799	ESCAPE XLT 4X2
a3	2002		01/11/02	JEFFREY	JONES	WOODSTOCK	GA	678-4940680	ESCAPE XLT 4X2
a3	2001		01/18/02	JODIE	MATTHEWS	ARAGON	GA	770-8848404	ESCAPE XLT 4X4
a3	2001		01/25/02	JODIE	MATTHEWS	ARAGON	GA	770-8848404	ESCAPE XLT 4X4
a3	2002		01/25/02	WANDA	PETERSON	STOCKBRIDGE	GA	770-4747741	ESCAPE XLT 4X2
a3	2002		01/29/02	BRUCE	HUNTER	ATLANTA	GA	404-8761630	ESCAPE XLT 4X2
a3	2002		01/30/02	PATRICK	MCNILLAN	KENNESAW	GA	770-5900472	ESCAPE XLT 4X2
a3	2002		02/01/02	WANDA	PETERSON	STOCKBRIDGE	GA	770-4747741	ESCAPE XLT 4X2
a3	2002		02/04/02	JAMES	SOUDER	ALPHARETTA	GA	770-5884631	ESCAPE XLT 4X2

AS	2001					City	GA	404-2841100	ESCAPE XLT 4X2
AS	2001		02/08/02	LORRAINE	FUSSELL	DECATUR	GA	404-2841100	ESCAPE XLT 4X2
AS	2001		11/27/00	JOHN	COKE	WAIKOLA	HI	808-8830010	ESCAPE XLT 4X4
AS	2001		10/31/01	STEPHEN	MCCLINTOCK	LAHAINA	HI	808-8877857	ESCAPE XLT 4X4
AS	2001		12/21/01	ALLEN	ABALOS	HONOLULU	HI	808-8532047	ESCAPE XLT 4X2
AS	2001		01/11/02	ALLEN	ABALOS	HONOLULU	HI	808-8532047	ESCAPE XLT 4X2
AS	2001		08/10/01	MARYANN	REJMER	PEOSTA	IA	563-5588930	ESCAPE XLT 4X4
AS	2001		08/28/01	JAMES	EGBERT	BODA SPRINGS	ID	208-5742380	ESCAPE XLT 4X4
AS	2002		10/18/01	JAMES	GEORGE	LOCKPORT	IL	815-8380886	ESCAPE XLT 4X2
AS	2001		10/20/01	TINA	HERNDON	WINTHROP HARBOR	IL	847-7316520	ESCAPE XLS 4X2
AS	2001		01/21/02	DIANA	BROWN	CHICAGO	IL	773-8324070	ESCAPE XLT 4X4
AS	2001		01/28/02	DARRYL	IRBY	CHICAGO	IL	773-7218261	ESCAPE XLS 4X2
AS	2001		08/21/01	LACHELLE	CARTER	INDIANAPOLIS	IN	317-8268084	ESCAPE XLS 4X2
AS	2001		08/08/01	LAWRENCE	MILLER	CARMEL	IN	317-5749885	ESCAPE XLT 4X2
AS	2001		08/25/01	LAWRENCE	MILLER	CARMEL	IN	317-5749885	ESCAPE XLT 4X2
AS	2001		08/28/01	JACOB	BOWDER	BOONVILLE	IN	812-8870108	ESCAPE XLT 4X4
AS	2002		11/18/01	PAUL	BERTRAND	OVERLAND PARK	KS	913-3451611	ESCAPE XLT 4X4
AS	2001		04/12/01	MARGARET	VARNEY	CANADA	KY	606-3538715	ESCAPE XLT 4X4
AS	2001		04/18/01	MARGARET	VARNEY	CANADA	KY	606-3538715	ESCAPE XLT 4X4
AS	2001		10/01/01	NEIL	MELLOTT	HARTFORD	KY	270-2883848	ESCAPE XLT 4X2
AS	2001		10/09/01	NEIL	MELLOTT	HARTFORD	KY	270-2883848	ESCAPE XLT 4X2
AS	2001		10/15/01	BRENDA	SANDERS	BROWNSVILLE	KY	270-8872808	ESCAPE XLT 4X4
AS	2001		10/18/01	BRENDA	SANDERS	BROWNSVILLE	KY	270-8872808	ESCAPE XLT 4X4
AS	2002		11/08/01	CRAIG	BURNETT	LOUISVILLE	KY	502-2438740	ESCAPE XLT 4X2
AS	2001		11/28/01	JOSEPH	SNIDER	CRESTWOOD	KY	502-2431886	ESCAPE XLT 4X4
AS	2001		12/03/01	DAVID	KRIEGL	CYNTHIANA	KY	859-2352608	ESCAPE XLT 4X2
AS	2001		08/02/01	GERMAINE	CALDWELL	THIBODAUX	LA	885-4483886	ESCAPE XLT 4X2
AS	2001		08/07/01	GERMAINE	CALDWELL	THIBODAUX	LA	885-4483886	ESCAPE XLT 4X2
AS	2001		12/12/01	COURTNEY	ZEME	HAMMOND	LA	885-9028008	ESCAPE XLS 4X2
AS	2001		05/14/01	TODD	NICKERSON	WINTHROP	MA	617-8483774	ESCAPE XLT 4X2
AS	2001		08/01/01	SUSANNE	SHAYS	OAKHAM	MA	508-8820084	ESCAPE XLT 4X4
AS	2001		08/08/01	EUGENE	LABELLE	HAVERHILL	MA	978-9735431	ESCAPE XLT 4X4
AS	2001		08/08/01	SUSANNE	SHAYS	OAKHAM	MA	508-8820084	ESCAPE XLT 4X4
AS	2001		08/14/01	SUSANNE	SHAYS	OAKHAM	MA	508-8820084	ESCAPE XLT 4X4
AS	2001		10/05/01	NANCY	MINIGELL	DANVERS	MA	978-7774878	ESCAPE XLT 4X4
AS	2001		10/24/01	NANCY	MINIGELL	DANVERS	MA	978-7774878	ESCAPE XLT 4X4
AS	2001		08/28/01	LISBA	BACHNER	COLUMBIA	MD	410-8848511	ESCAPE XLT 4X4

03	2002		12/03/01	CHERYL	MILLER	GERMANTOWN	MD	301-9724874	ESCAPE XLT 4X4
03	2002		12/11/01	GAIL	BAILEY	BALDWIN	MD	410-5922358	ESCAPE XLT 4X4
03	2001		01/18/02	BEVERLY	SKORA	OWINGS MILLS	MD	410-9999106	ESCAPE XLT 4X4
03	2002		02/01/02	MARTINE	HILLMAN	ROCKVILLE	MD	301-7210438	ESCAPE XLT 4X4
03	2001		06/06/01	SHAWN	BURNS	KITTERY	ME	207-4393794	ESCAPE XLT 4X2
03	2001		02/06/02	NORA	CLARK	ASHLAND	ME	207-4392251	ESCAPE XLT 4X4
03	2001		08/28/01	JOHN	PETERSON	ELK RAPIDS	MI	231-2846122	ESCAPE XLT 4X4
03	2001		08/08/01	EVELYN	MACK	DETROIT	MI	313-6214803	ESCAPE XLT 4X2
03	2001		11/26/01	SHAWANNA	MASSEY	DETROIT	MI	313-8914397	ESCAPE XLT 4X4
03	2001		12/05/01	SHAWANNA	MASSEY	DETROIT	MI	313-8914397	ESCAPE XLT 4X4
03	2001		12/12/01	SHAWANNA	MASSEY	DETROIT	MI	313-8914397	ESCAPE XLT 4X4
03	2001		01/02/02	SHAWANNA	MASSEY	DETROIT	MI	313-8914397	ESCAPE XLT 4X4
03	2001		02/11/02	DIANA	BROWN	WEST BLOOMFIELD	MI	284-7887570	ESCAPE XLT 4X4
03	2001		05/29/01	JOSEPH	KUENSTING	JEFFERSON CITY	MO	573-6597218	ESCAPE XLT 4X4
03	2001		07/19/01	KELLY	BURNETT	CARTHAGE	MO	417-3585806	ESCAPE XLT 4X2
03	2001		07/19/01	KELLY	BURNETT	CARTHAGE	MO	417-3585806	ESCAPE XLT 4X2
03	2001		07/29/01	CHRIS	ELLERBECK	SAINT LOUIS	MO	314-8468028	ESCAPE XLT 4X2
03	2001		07/30/01	ANNE	BRADY	SAINT LOUIS	MO	314-8835960	ESCAPE XLT 4X4
03	2001		08/09/01	ROBIN	FRYWITCH	CHESTERFIELD	MO	636-5199042	ESCAPE XLT 4X4
03	2001		08/30/01	BRAD	ALTENTHAL	JACKSON	MO	573-3342930	ESCAPE XLT 4X4
03	2001		09/13/01	ROBIN	FRYWITCH	CHESTERFIELD	MO	636-5199042	ESCAPE XLT 4X4
03	2001		10/14/01	JOHN BEVERL	FLUGGETT	INDEPENDENCE	MO	816-8509379	ESCAPE XLT 4X4
03	2001		11/02/01	JOHN BEVERL	FLUGGETT	INDEPENDENCE	MO	816-8509379	ESCAPE XLT 4X4
03	2002		11/15/01	KEVIN	WALKA	BALLWIN	MO	636-2273738	ESCAPE XLT 4X4
03	2002		11/15/01	KEVIN	WALKA	BALLWIN	MO	636-2273738	ESCAPE XLT 4X4
03	2001		12/17/01	KRISTEN	VANCE	ARNOLD	MO	636-2822043	ESCAPE XLT 4X4
03	2002		02/06/02	CYNTHIA	ELMORE	LEES SUMMIT	MO	816-9243656	ESCAPE XLT 4X4
03	2001		07/20/01	CLIFF	KINHOLT	HAVRE	MT	408-2657480	ESCAPE XLT 4X4
03	2001		11/16/00	KRISTINA	WALLS	WINSTON SALEM	NC	336-6500382	ESCAPE XLT 4X4
03	2001		11/21/00	PHILLIP	PELL	FAYETTEVILLE	NC	910-8674842	ESCAPE XLS 4X2
03	2001		03/02/01	DEBORAH	PENCE	WINSTON SALEM	NC	336-6598823	ESCAPE XLT 4X4
03	2001		05/25/01	GARY	MCGILL	GARNER	NC	919-7796437	ESCAPE XLS 4X4
03	2001		05/25/01	GARY	MCGILL	GARNER	NC	919-7796437	ESCAPE XLS 4X4
03	2001		06/13/01	DEBORAH	PENCE	WINSTON SALEM	NC	336-6598823	ESCAPE XLT 4X4
03	2001		07/27/01	ROCHELLE	EVANS	GASTONIA	NC	704-8548422	ESCAPE XLS 4X2
03	2001		08/01/01	TROY	WILLIAMS	HOPE MILLS	NC	910-4269311	ESCAPE XLT 4X2

a3	2001		09/14/01	ALICE	ALLEN	SPRUCE PINE	NC	828-7662821	ESCAPE XLT 4X4
a3	2001		09/17/01	STEPHEN	WILSON	CARY	NC	919-3836854	ESCAPE XLT 4X4
a3	2001		09/13/01	MICHAEL	ROSEN	CHARLOTTE	NC	704-5098899	ESCAPE XLT 4X2
a3	2001		09/19/01	STEPHEN	WILSON	CARY	NC	919-3836854	ESCAPE XLT 4X4
a3	2001		09/20/01	STEPHEN	WILSON	CARY	NC	919-3836854	ESCAPE XLT 4X4
a3	2001		10/08/01	LLOYD	MCCARTHY	RALEIGH	NC	919-2129125	ESCAPE XLS 4X4
a3	2001		10/25/01	VALERIE	SMITH	ARARAT	NC	336-3748542	ESCAPE XLT 4X4
a3	2002		10/25/01	KRISTEN	VOTTA	CHARLOTTE	NC	704-3418185	ESCAPE XLT 4X2
a3	2001		11/01/01	CY	BURNEY	DURHAM	NC	919-3836733	ESCAPE XLT 4X4
a3	2001		11/20/01	PATRICIA	TERRY	CORNELIUS	NC	704-8875784	ESCAPE XLT 4X2
a3	2001		11/30/01	VALERIE	SMITH	ARARAT	NC	336-3748542	ESCAPE XLT 4X4
a3	2001		12/07/01	DALLAS	LASSEN	WEST JEFFERSON	NC	336-6771693	ESCAPE XLT 4X4
a3	2001		12/07/01	VALERIE	SMITH	ARARAT	NC	336-3748542	ESCAPE XLT 4X4
a3	2001		12/28/01	WILLIAM	KORBUS	GRANITE FALLS	NC	828-3967007	ESCAPE XLT 4X4
a3	2002		01/31/02	KAREN	NYREEN	RALEIGH	NC	919-7810290	ESCAPE XLT 4X4
a3	2001		02/01/02	WILLIAM	KORBUS	GRANITE FALLS	NC	828-3967007	ESCAPE XLT 4X4
a3	2001		10/11/00	RICHARD	MCFAYDEN	OMAHA	NE	712-3280788	ESCAPE XLT 4X4
a3	2001		04/20/01	CONNIE	WICKSTROM	BLAIR	NE	402-4265487	ESCAPE XLT 4X4
a3	2001		08/28/01	RONALD	JOHNSON	LAVISTA	NE	402-5971098	ESCAPE XLT 4X4
a3	2001		09/01/01	DEAN	ANTONSON	OMAHA	NE	402-4830818	ESCAPE XLT 4X4
a3	2001		09/18/01	YVETTE	WOMBACK	OMAHA	NE	402-3912893	ESCAPE XLT 4X4
a3	2001		09/27/01	SANDRA	DVORAK	OMAHA	NE	402-5720743	ESCAPE XLT 4X4
a3	2001		10/10/01	SARA	BUCKENDAHL	OMAHA	NE	402-5880208	ESCAPE XLT 4X4
a3	2001		11/21/01	SANDRA	DVORAK	OMAHA	NE	402-5720743	ESCAPE XLT 4X4
a3	2002		12/24/01	GARY	BRAACK	OMAHA	NE	402-4828276	ESCAPE XLT 4X4
a3	2002		01/22/02	MELISSA	ALLEN	LINCOLN	NE	402-4748367	ESCAPE XLT 4X4
a3	2001		07/20/01	WARD	ASHTON	NASHUA	NH	603-8836036	ESCAPE XLS 4X4
a3	2001		07/24/01	NANCY	BOOTH	BARNSTEAD	NH	603-4356675	ESCAPE XLT 4X4
a3	2001		08/21/01	ANDREA	GORDON	OSSIPEE	NH	603-5893415	ESCAPE XLS 4X4
a3	2001		09/19/01	LEE	BOBBY	RAYMOND	NH	603-8851163	ESCAPE XLT 4X4
a3	2001		09/17/01	EMILY	VIELICKA	PELHAM	NH	603-8353314	ESCAPE XLS 4X4
a3	2001		09/17/01	EMILY	VIELICKA	PELHAM	NH	603-8353314	ESCAPE XLS 4X4
a3	2001		10/16/01	EMILY	VIELICKA	PELHAM	NH	603-8353314	ESCAPE XLS 4X4
a3	2001		12/12/01	NANCY	BOOTH	BARNSTEAD	NH	603-4356675	ESCAPE XLT 4X4
a3	2001		12/14/01	NANCY	BOOTH	BARNSTEAD	NH	603-4356675	ESCAPE XLT 4X4
a3	2001		11/09/00	DAWN AND JI	SHREWSBERRY	LITTLE FERRY	NJ	201-8414323	ESCAPE XLT 4X4

a3	2001		01/25/01	EDUARDO	CEVALLOS-TAZ	UNION	NJ	785-6427911	ESCAPE XLS 4X4
a3	2001		02/07/01	DAWN AND JI	SHREWSBERRY	LITTLE FERRY	NJ	201-6414329	ESCAPE XLT 4X4
a3	2001		02/07/01	DAWN AND JI	SHREWSBERRY	LITTLE FERRY	NJ	201-6414329	ESCAPE XLT 4X4
a3	2001		02/07/01	DAWN AND JI	SHREWSBERRY	LITTLE FERRY	NJ	201-6414329	ESCAPE XLT 4X4
a3	2001		03/02/01	MELISSA	HANSON	NETCONG	NJ	973-4280440	ESCAPE XLT 4X4
a3	2001		03/02/01	MELISSA	HANSON	NETCONG	NJ	973-4280440	ESCAPE XLT 4X4
a3	2001		03/07/01	MELISSA	HANSON	NETCONG	NJ	973-4280440	ESCAPE XLT 4X4
a3	2001		03/07/01	MELISSA	HANSON	NETCONG	NJ	973-4280440	ESCAPE XLT 4X4
a3	2001		04/09/01	ALEXSANDR	KONOVALOV	MARTINSVILLE	NJ	732-5603494	ESCAPE XLT 4X4
a3	2001		05/17/01	EDUARDO	CEVALLOS-TAZ	UNION	NJ	785-6427911	ESCAPE XLS 4X4
a3	2001		06/18/01	DAWN AND JI	SHREWSBERRY	LITTLE FERRY	NJ	201-6414329	ESCAPE XLT 4X4
a3	2001		06/18/01	DAWN AND JI	SHREWSBERRY	LITTLE FERRY	NJ	201-6414329	ESCAPE XLT 4X4
a3	2001		06/18/01	DAWN AND JI	SHREWSBERRY	LITTLE FERRY	NJ	201-6414329	ESCAPE XLT 4X4
a3	2001		06/23/01	RENEE	STEINFELD	PARAMUS	NJ	201-8882225	ESCAPE XLT 4X4
a3	2001		06/27/01	RENEE	STEINFELD	PARAMUS	NJ	201-8882225	ESCAPE XLT 4X4
a3	2001		07/13/01	RENEE	STEINFELD	PARAMUS	NJ	201-8882225	ESCAPE XLT 4X4
a3	2001		08/06/01	ALEXSANDR	KONOVALOV	MARTINSVILLE	NJ	732-5603494	ESCAPE XLT 4X4
a3	2001		08/20/01	DAWN AND JI	SHREWSBERRY	LITTLE FERRY	NJ	201-6414329	ESCAPE XLT 4X4
a3	2001		08/07/01	ALEXSANDR	KONOVALOV	MARTINSVILLE	NJ	732-5603494	ESCAPE XLT 4X4
a3	2001		08/29/01	ALEXSANDR	KONOVALOV	MARTINSVILLE	NJ	732-5603494	ESCAPE XLT 4X4
a3	2001		10/11/01	CHRISTOPHER	PHILHOWER	BORDENTOWN	NJ	609-2911118	ESCAPE XLT 4X4
a3	2001		10/12/01	RYAN	FEDON	WASHINGTON	NJ	908-8351481	ESCAPE XLT 4X4
a3	2001		10/18/01	ERIN	OTTMAR	CHESTER	NJ	908-8794019	ESCAPE XLT 4X4
a3	2001		10/22/01	ERIN	OTTMAR	CHESTER	NJ	908-8794019	ESCAPE XLT 4X4
a3	2001		12/03/01	ROBERT	FAKHOURY	WARREN	NJ	908-6048322	ESCAPE XLT 4X4
a3	2002		12/06/01	MICHAEL	PARENTE-FAGERLIN	HOPATCONG	NJ	973-3884181	ESCAPE XLT 4X4
a3	2002		12/18/01	DOUGLAS	MACCALLUM	LANDING	NJ	973-3478831	ESCAPE XLT 4X4
a3	2002		12/20/01	DANA	POREMSA	HACKETTSTOWN	NJ	908-8849616	ESCAPE XLT 4X4
a3	2001		01/02/02	DAWN AND JI	SHREWSBERRY	LITTLE FERRY	NJ	201-6414329	ESCAPE XLT 4X4
a3	2002		01/29/02	SUSAN	SHAY	SUMMIT	NJ	808-8030688	ESCAPE XLT 4X4
a3	2001		01/30/02	DIANE	ELLIS	ROCKAWAY	NJ	973-8272540	ESCAPE XLS 4X4
a3	2002		11/05/01	STEVEN	OLSZEWSKI	ALBUQUERQUE	NM	505-8560007	ESCAPE XLT 4X4
a3	2001		05/10/01	ANDREA	BONELLI	LAS VEGAS	NV	702-3042285	ESCAPE XLT 4X4
a3	2001		06/13/01	RUSSELL	SCHODLEY	RENO	NV	775-8535844	ESCAPE XLT 4X4
a3	2001		06/31/01	PETER	BROWN	ORCHARD PARK	NY	718-8628089	ESCAPE XLT 4X4
a3	2001		08/12/01	SHARON	MALLACOCCHIO	WAVEFLY	NY	807-5859741	ESCAPE XLT 4X4

03	2001		09/27/01	LATRICIA	JENKINS	ROOSEVELT	NY	518-6544067	ESCAPE XLT 4X4
03	2001		10/01/01	ROXANNE	HANBERRY	BRONX	NY	718-6924989	ESCAPE XLT 4X4
03	2001		10/10/01	ROXANNE	HANBERRY	BRONX	NY	718-6924989	ESCAPE XLT 4X4
03	2001		10/30/01	DAVID	MATTISON	CLIFTON PARK	NY	518-6830895	ESCAPE XLT 4X2
03	2001		11/28/01	ROBERT	WEINOWITZ	FLUSHING	NY	718-6982452	ESCAPE XLT 4X4
03	2001		11/27/01	ROBERT	WEINOWITZ	FLUSHING	NY	718-6982452	ESCAPE XLT 4X4
03	2001		12/30/01	FRANCINE	LAURIE HARVEY	TARRYTOWN	NY	914-3330838	ESCAPE XLT 4X4
03	2001		01/22/02	ROBERT	WEINOWITZ	FLUSHING	NY	718-6982452	ESCAPE XLT 4X4
03	2001		08/07/02	ROXANNE	HANBERRY	BRONX	NY	718-6924989	ESCAPE XLT 4X4
03	2001		11/07/00	CRAIG	OLIS	CINCINNATI	OH	513-3477658	ESCAPE XLT 4X4
03	2001		01/04/01	ARLIE	HAMILTON	PLEASANT PLAIN	OH	513-8772272	ESCAPE XLT 4X4
03	2001		09/21/01	AMY	ODLEY	CINCINNATI	OH	513-2470448	ESCAPE XLT 4X4
03	2001		07/12/01	MICHELLE	ST MICHAEL	MASON	OH	513-2290811	ESCAPE XLT 4X4
03	2001		07/24/01	CRAIG	OLIS	CINCINNATI	OH	513-3477658	ESCAPE XLT 4X4
03	2001		07/27/01	MICHELLE	ST MICHAEL	MASON	OH	513-2290811	ESCAPE XLT 4X4
03	2001		07/28/01	JACQUELINE	SUGGS	CINCINNATI	OH	513-7619520	ESCAPE XLS 4X4
03	2001		07/31/01	MICHELLE	ST MICHAEL	MASON	OH	513-2290811	ESCAPE XLT 4X4
03	2001		07/31/01	ROBBY	AMMON	SPRINGDALE	OH	513-6712946	ESCAPE XLT 4X4
03	2001		08/01/01	JENNIFER	CHUCK	LISBON	OH	330-4246220	ESCAPE XLT 4X4
03	2001		08/07/01	ROBBY	AMMON	SPRINGDALE	OH	513-6712946	ESCAPE XLT 4X4
03	2001		08/08/01	RAY	WILLIAMSON	BLACKICK	OH	614-6661790	ESCAPE XLT 4X4
03	2001		08/28/01	MICHELLE	ST MICHAEL	MASON	OH	513-2290811	ESCAPE XLT 4X4
03	2001		08/30/01	LINDA	FOLEY	CINCINNATI	OH	513-7916898	ESCAPE XLT 4X4
03	2001		08/14/01	RICHARD	ROB	PARMA	OH	440-8885460	ESCAPE XLT 4X4
03	2001		08/19/01	CRAIG	OLIS	CINCINNATI	OH	513-3477656	ESCAPE XLT 4X4
03	2001		10/11/01	RICHARD	ROB	PARMA	OH	440-8885460	ESCAPE XLT 4X4
03	2001		10/18/01	CRAIG	OLIS	CINCINNATI	OH	513-3477656	ESCAPE XLT 4X4
03	2001		10/28/01	NEATHER	SILVERTHORN	SIDNEY	OH	937-4828850	ESCAPE XLT 4X4
03	2002		10/28/01	JUDITH	BALMER	PEDRO	OH	740-8432196	ESCAPE XLS 4X4
03	2001		10/30/01	TAMARA	STALF	CINCINNATI	OH	513-5746466	ESCAPE XLT 4X4
03	2001		11/02/01	DICK	KAPOTE	TOLEDO	OH	419-7278325	ESCAPE XLT 4X4
03	2002		11/09/01	JEFFREY	LUTZ	CINCINNATI	OH	513-8368495	ESCAPE XLS 4X2
03	2001		11/13/01	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
03	2002		11/27/01	WALTER	GONET	PARMA	OH	440-8423535	ESCAPE XLT 4X2
03	2001		11/28/01	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
03	2001		11/30/01	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4

a3	2001		12/04/01	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
a3	2001		12/06/01	MICHELLE	ST MICHAEL	MASON	OH	513-2290811	ESCAPE XLT 4X4
a3	2001		12/07/01	SARAH	BLACK	CINCINNATI	OH	513-3478036	ESCAPE XLT 4X4
a3	2001		12/21/01	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
a3	2001		01/18/02	TARA	MC CLASERTY	CINCINNATI	OH	513-2514082	ESCAPE XLT 4X4
a3	2001		01/17/02	TANYA	YOST	SPRINGFIELD	OH	937-3428863	ESCAPE XLS 4X4
a3	2001		01/22/02	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
a3	2001		01/24/02	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
a3	2001		01/25/02	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
a3	2001		01/28/02	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
a3	2001		01/28/02	RICHARD	ROB	PARMA	OH	440-8885460	ESCAPE XLT 4X4
a3	2002		01/31/02	EDDIE	DEBORD	WINCHESTER	OH	837-3882870	ESCAPE XLT 4X4
a3	2001		02/07/02	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
a3	2001		02/07/02	JASON	HART	STRONGSVILLE	OH	440-8784583	ESCAPE XLT 4X4
a3	2001		04/02/01	ROSANN	WINTNER	PORTLAND	OR	503-4821655	ESCAPE XLT 4X4
a3	2001		02/05/02	ERIN	WELNITZ	PORTLAND	OR	503-2312407	ESCAPE XLS 4X4
a3	2001	Done	05/07/01	PETER	EBY	COAL TOWNSHIP	PA	570-6447533	ESCAPE XLT 4X4
a3	2001	Call Back	05/14/01	STEVEN	NUCKOLS	FOLCROFT	PA	610-5861617	ESCAPE XLT 4X4
a3	2001	Done	05/21/01	PETER	EBY	COAL TOWNSHIP	PA	570-6447533	ESCAPE XLT 4X4
a3	2001	Done	06/04/01	MICHAEL	BALLOUGH	WEST MIFFLIN	PA	412-4885332	ESCAPE XLT 4X4
a3	2001	Done	06/05/01	PETER	EBY	COAL TOWNSHIP	PA	570-6447533	ESCAPE XLT 4X4
a3	2001	Done	06/19/01	MICHAEL	BALLOUGH	WEST MIFFLIN	PA	412-4885332	ESCAPE XLT 4X4
a3	2001	Call Back	06/25/01	CATHERINE	KILGARRIFF	KING OF PRUSSIA	PA	610-6829083	ESCAPE XLT 4X4
a3	2001	Call Back	06/02/01	BARBARA	STOVER	MOHNTON	PA	610-7771232	ESCAPE XLT 4X4
a3	2001	Done	06/03/01	GAIL	BUFFINGTON	SCHUYLKILL HAVEN	PA	570-3855256	ESCAPE XLT 4X4
a3	2001	Done	06/06/01	PETER	EBY	COAL TOWNSHIP	PA	570-6447533	ESCAPE XLT 4X4
a3	2001	Call Back	06/07/01	DIANE	URBAN	COCHRANVILLE	PA	610-6882188	ESCAPE XLS 4X4
a3	2001	Done	06/09/01	ELIZABETH	SEBERT	LEBANON	PA	717-2736890	ESCAPE XLT 4X4
a3	2001	Done	06/13/01	MICHAEL	BALLOUGH	WEST MIFFLIN	PA	412-4885332	ESCAPE XLT 4X4
a3	2001	Done	06/15/01	SHANE	ADAM	SHARTLESVILLE	PA	610-4880176	ESCAPE XLT 4X4
a3	2001	Call Back	06/18/01	BETTE	KEENER	LANCASTER	PA	717-3827231	ESCAPE XLT 4X4
a3	2001	Done	06/17/01	TREVIS	STOUDT	FLEETWOOD	PA	610-8440382	ESCAPE XLS 4X4
a3	2001	Done	06/27/01	THOMAS	TALAFIGO	READING	PA	610-6782637	ESCAPE XLT 4X4
a3	2001	Call Back	06/31/01	ANNE	HILLMAN	COCHRANVILLE	PA	610-6882720	ESCAPE XLT 4X4
a3	2001	Done	06/04/01	DONNA	MATLAND	MARCUS HOOK	PA	610-4948266	ESCAPE XLS 4X4
a3	2001	Done	06/07/01	MARY	LINKOVICH	TAMAQUA	PA	570-6681739	ESCAPE XLS 4X4

a3	2001	Done	09/10/01	TAM	LEE	MACUNGIE	PA	610-8660474	ESCAPE XLT 4X4
a3	2001	Call Back	09/19/01	MICHAEL	GIBBS	WILLIAMSPORT	PA	570-3229924	ESCAPE XLS 4X4
a3	2001	Call Back	09/26/01	ELIZABETH	SEBERT	LEBANON	PA	717-2736880	ESCAPE XLT 4X4
a3	2001	Call Back	10/03/01	RICHARD	HASKINS	UNION CITY	PA	614-4363488	ESCAPE XLT 4X4
a3	2001	Done	10/08/01	DONALD	KEESE	BROGUE	PA	717-9278305	ESCAPE XLT 4X4
a3	2001	Call Back	10/22/01	STEVEN	CHESKIEWICZ	SHAVERTOWN	PA	570-8752911	ESCAPE XLT 4X4
a3	2001	Call Back	10/29/01	MAUREEN	LOGAN	HAVERTOWN	PA	610-4499184	ESCAPE XLT 4X4
a3	2001	Done	11/03/01	DEBRA	DEBOWES	RED LION	PA	717-8407849	ESCAPE XLT 4X4
a3	2001	Done	11/08/01	PRACILLA	PHILPOVICH	BETHLEHEM	PA	610-8877382	ESCAPE XLT 4X4
a3	2001	Done	11/08/01	PAMELA	CAMPBELL	BUTLER	PA	724-2837001	ESCAPE XLT 4X4
a3	2001	Done	11/17/01	LEONARD	GOPP	PITTSION	PA	570-6547783	ESCAPE XLT 4X4
a3	2001	Call Back	11/17/01	AMY	FISHER	KING OF PRUSSIA	PA	610-9826680	ESCAPE XLT 4X4
a3	2001	Done	11/18/01	AMBER	FERRARO	FINLEYVILLE	PA	412-5638887	ESCAPE XLT 4X4
a3	2001	Wrong Num	11/28/01	MARK	KELLER	RED LION	PA	717-8543214	ESCAPE XLT 4X4
a3	2001	Wrong Num	11/28/01	MARK	KELLER	RED LION	PA	717-8543214	ESCAPE XLT 4X4
a3	2002	Done	11/29/01	TED	ADAMS	MONONGAHELA	PA	724-2582184	ESCAPE XLT 4X4
a3	2001	Done	12/05/01	VALERIE	SMELTZER	CRALEY	PA	717-2529478	ESCAPE XLT 4X4
a3	2002	Done	12/05/01	TED	ADAMS	MONONGAHELA	PA	724-2582184	ESCAPE XLT 4X4
a3	2001	Call Back	12/05/01	RONALD	SLEPIN	NEWTOWN SQUARE	PA	610-3661763	ESCAPE XLT 4X4
a3	2001	Done	12/08/01	ANTHONY	ESPOSITA	FREEDOM	PA	724-8698847	ESCAPE XLT 4X4
a3	2001	Call Back	12/08/01	RONALD	SLEPIN	NEWTOWN SQUARE	PA	610-3661763	ESCAPE XLT 4X4
a3	2001	Wrong Num	12/07/01	MARK	KELLER	RED LION	PA	717-8543214	ESCAPE XLT 4X4
a3	2002	Done	12/11/01	TED	ADAMS	MONONGAHELA	PA	724-2582184	ESCAPE XLT 4X4
a3	2002	Done	12/11/01	TED	ADAMS	MONONGAHELA	PA	724-2582184	ESCAPE XLT 4X4
a3	2001	Call Back	12/17/01	RICHARD	NUSSBAUM	WRIGHTSVILLE	PA	717-2821837	ESCAPE XLT 4X4
a3	2001	Wrong Num	12/28/01	AMY	FISHER	KING OF PRUSSIA	PA	610-9826680	ESCAPE XLT 4X4
a3	2001	Done	01/02/02	BERNICE	HOWELL	GIBSONIA	PA	724-4436574	ESCAPE XLS 4X4
a3	2002	Done	01/16/02	PATRICIA	MEYER	WAYNEBORO	PA	717-7850480	ESCAPE XLT 4X4
a3	2002	Call Back	01/26/02	DAVID	HACKETT	SWARTHMORE	PA	610-5448879	ESCAPE XLT 4X4
a3	2001	Done	02/05/02	CHRISTINE	FRISCHOLZ	NORTH HUNTINGDON	PA	412-8230964	ESCAPE XLT 4X4
a3	2001	Done	03/06/02	BARRY	BARKER	FEASTERVILLE TREVOS	PA	215-3668488	ESCAPE XLT 4X4
a3	2001	Done	01/17/01	DOROTHEA	WALLACE	MOUNT PLEASANT	SC	803-6080109	ESCAPE XLS 4X2
a3	2001	Done	06/11/01	HELEN	ANDERSON	IRMO	SC	803-7817234	ESCAPE XLS 4X2
a3	2001	Done	09/12/01	WALTER TON	WEHMEYER	PICKENS	SC	864-8780062	ESCAPE XLT 4X4

a3	2001	Done	10/09/01	JANET	BUTLER	GREER	SC	864-8783167	ESCAPE XLT 4X4
a3	2001	Call Back	10/20/00	STEPHEN	SPNEY	PULASKI	TN	931-3638916	ESCAPE XLT 4X4
a3	2001	Done	12/07/00	MARION	SIMS	HIXSON	TN	423-8420581	ESCAPE XLT 4X4
a3	2001	Done	07/16/01	SHANNA	BROWNING	KNOXVILLE	TN	865-9252413	ESCAPE XLT 4X4
a3	2001	Call Back	08/31/01	CHRISTOPHER	TINGER	JONESBOROUGH	TN	423-7532448	ESCAPE XLT 4X4
a3	2001	Done	01/21/02	SHARON	CARTER	KINGSPORT	TN	423-9497853	ESCAPE XLS 4X4
a3	2001	Done	04/20/01	KEBHA	CRITES	ROWLETT	TX	972-4129314	ESCAPE XLS 4X2
a3	2001	Call Back	07/17/01	JASON	ROBERTS	DALLAS	TX	214-3377577	ESCAPE XLT 4X2
a3	2001	Call Back	07/21/01	MARGIA	WCMICHAEL	IRVING	TX	214-6416608	ESCAPE XLT 4X2
a3	2001	Call Back	07/27/01	JASON	ROBERTS	DALLAS	TX	214-3377577	ESCAPE XLT 4X2
a3	2001	Call Back	08/05/01	MATTHEW	VINCENT	PORT NECHES	TX	409-7242832	ESCAPE XLT 4X4
a3	2001	Call Back	08/16/01	MATTHEW	VINCENT	PORT NECHES	TX	409-7242832	ESCAPE XLT 4X4
a3	2001	Call Back	08/05/01	MATTHEW	VINCENT	PORT NECHES	TX	409-7242832	ESCAPE XLT 4X4
a3	2001	Call Back	10/01/01	BLANCA	HUESCA	GALVESTON	TX	409-6211643	ESCAPE XLS 4X2
a3	2001	Done	10/19/01	CYNTHIA	EYSTER	ROUND ROCK	TX	512-2550792	ESCAPE XLT 4X2
a3	2002	Done	10/29/01	LESSIE	GREEN	HOUSTON	TX	713-8471324	ESCAPE XLT 4X4
a3	2001	Call Back	10/29/01	ELIZABETH	ROJAS	PASADENA	TX	281-4878798	ESCAPE XLT 4X2
a3	2001	Done	11/05/01	CONSTANTINO	CASTILLO	LA PORTE	TX	281-4719408	ESCAPE XLT 4X2
a3	2001	Call Back	11/18/01	PAUL	FERGUSON	AUSTIN	TX	512-3430538	ESCAPE XLT 4X2
a3	2002	Call Back	11/17/01	ANGELA	AYALA	AUSTIN	TX	512-2431609	ESCAPE XLT 4X2
a3	2001	Done	11/28/01	LYNN	OLIVER	BUNA	TX	409-8964846	ESCAPE XLS 4X2
a3	2001	Done	12/05/01	ANDREW	QUALLS	SAN ANTONIO	TX	210-5588972	ESCAPE XLT 4X2
a3	2001	Call Back	12/12/01	CELESTE	PERROTTA	KINGWOOD	TX	281-3615881	ESCAPE XLT 4X4
a3	2001	Call Back	12/19/01	RACHEL	COMBS	HOUSTON	TX	281-5170185	ESCAPE XLT 4X2
a3	2001	Call Back	12/21/01	RACHEL	COMBS	HOUSTON	TX	281-5170185	ESCAPE XLT 4X2
a3	2001	Call Back	12/28/01	RACHEL	COMBS	HOUSTON	TX	281-5170185	ESCAPE XLT 4X2
a3	2001	Done	01/09/02	LYNN	OLIVER	BUNA	TX	409-8964846	ESCAPE XLS 4X2
a3	2002	Done	01/09/02	MARY	CARRAJAL	EL PASO	TX	915-4781314	ESCAPE XLT 4X2
a3	2002	Done	01/21/02	MARLEN	HARGIS	CONROE	TX	936-5821891	ESCAPE XLT 4X2
a3	2001	Call Back	11/30/00	DAVID	SABOTTA	SPRINGFIELD	VA	703-6411215	ESCAPE XLT 4X4
a3	2001	Wrong Num	08/22/01	LARRY	BOGGS	ALEXANDRIA	VA	703-6310749	ESCAPE XLT 4X4
a3	2001	Done	08/07/01	ERIN	KINGSTON	FAIRFAX STATION	VA	703-2504786	ESCAPE XLT 4X4
a3	2001	Call Back	08/29/01	ALESA	LOPEZ	VIRGINIA BEACH	VA	757-3686927	ESCAPE XLS 4X2
a3	2001	Done	08/31/01	KAREN	VOORHEES	MARTINSVILLE	VA	540-6502282	ESCAPE XLT 4X4
a3	2001	Done	08/14/01	WILLIAM	WILLIAMS	FAIRFAX	VA	703-6767728	ESCAPE XLT 4X4
a3	2001	Done	08/14/01	WILLIAM	WILLIAMS	FAIRFAX	VA	703-6767728	ESCAPE XLT 4X4

09	2001	Call Back	10/24/01	MARTIN	OWEN	ROANOKE	VA	540-7747551	ESCAPE XLT 4X4
09	2001	Done	11/08/01	JEANNE	LINK	YORKTOWN	VA	757-9881642	ESCAPE XLT 4X2
09	2001	Done	11/27/01	JEANNE	LINK	YORKTOWN	VA	757-9881642	ESCAPE XLT 4X2
09	2002	Done	12/08/01	BRIAN	LEAR	MOUNT JACKSON	VA	540-4772984	ESCAPE XLT 4X4
09	2001	Done	02/01/02	LENORE	HENSON	MANASSAS	VA	703-2574608	ESCAPE XLT 4X4
09	2001	Done	09/05/01	GRACE	BAGALIO	WILLIAMSTOWN	VT	802-4335441	ESCAPE XLT 4X4
09	2001	Done	10/04/01	GRACE	BAGALIO	WILLIAMSTOWN	VT	802-4335441	ESCAPE XLT 4X4
09	2001	Done	10/05/01	GRACE	BAGALIO	WILLIAMSTOWN	VT	802-4335441	ESCAPE XLT 4X4
09	2001	Call Back	06/23/01	SCOTT	OLSON	VANCOUVER	WA	360-8820218	ESCAPE XLS 4X4
09	2001	Done	12/21/01	JEFFREY	SMITH	MUKILTEO	WA	425-5150832	ESCAPE XLT 4X4
09	2001	Call Back	01/18/02	AMY	LEE	SEATTLE	WA	206-8509659	ESCAPE XLT 4X4
09	2001	Done	11/08/00	JAMES	SCHROEDER	OSHKOSH	WI	920-4262915	ESCAPE XLT 4X4
09	2001	Done	08/28/01	RICHARD	FREMSTAD	EAU CLAIRE	WI	715-8310494	ESCAPE XLT 4X4
09	2001	Call Back	10/05/01	JILL	SCHRAM	DE PERE	WI	920-8832902	ESCAPE XLT 4X4
09	2002	Call Back	10/12/01	DAVID	GILBERTSON	BROOKFIELD	WI	262-7821801	ESCAPE XLT 4X4
09	2001	Call Back	12/05/01	MARK	HETZER	BARBOURSVILLE	WV	304-7394834	ESCAPE XLT 4X4
09	2002	Call Back	01/02/02	MARILYN	BACKUS	INDEPENDENCE	WV	304-8648678	ESCAPE XLT 4X4
09	2002	Call Back	01/15/02	MARILYN	BACKUS	INDEPENDENCE	WV	304-8648678	ESCAPE XLT 4X4

E982-027 21721

From: Bauer, Scott (S.C.)
Sent: Wednesday, April 10, 2002 8:44 AM
To: Williams, Les (LHW.)
Cc: Dalbo, Bob (R.J.); Souchock, Peter (P.D.)
Subject: RE: MORS List

Keep working on the states in the time zones that are the easiest for you to reach—eastern and central. We're going for maximum numbers before the Friday morning deadline. The cover letter for our response needs to be signed by the ASO Director on Friday.

Thanks for your help!!!

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

From: Williams, Les (LHW.)
Sent: Tuesday, April 09, 2002 8:48 PM
To: Bauer, Scott (S.C.); Souchock, Peter (P.D.)
Cc: Munoz, Kathleen (K.); Bhojwani, Kemal (K.); Sanders, Muriel (M.S.); Dalbo, Bob (R.J.)
Subject: MORS List

Here is the most recent calling I have done so far:

I have one vehicle that has was not able to start AT ALL, 2 that took 1-5 minutes to restart, and 1 that took 5-10 to restart, and 30 started immediately.

Keep in mind, just b/c some columns say 'DONE' does not mean I had results for them. 5-6 people hung up on me, and some did not have a stall at all.

What steps to take from here Scott, this is due Thursday Morning, correct? WHICH states do I proceed to next?

Thanks,
Les

<< File: Les Phone Calls.xls >>

From: Altoonlan, Don (D.J.)
Sent: Wednesday, April 10, 2002 9:44 AM
To: Suarez, Rhae (R.)
Cc: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Rothweller, Daniel (D.)
Subject: RE: 97-4373 Escape Stall Procedure Text Revision

Rhae, as far as I am concerned if the ftp does not start moving down when the duty cycle goes through the 80% duty cycles the VMV is stuck. So I would say that if it has not gone down to near 2.2 volts by 80% duty cycle we are wasting our time waiting any time.

-----Original Message-----
From: Suarez, Rhae (R.)
Sent: Wednesday, April 10, 2002 9:33 AM
To: Sanders, Muriel (M.S.); Altoonlan, Don (D.J.)
Subject: FW: 97-4373 Escape Stall Procedure Text Revision

More questions from Dave Yu (ASO).

-----Original Message-----
From: Yu, Dave (D.)
Sent: Tuesday, April 09, 2002 3:53 PM
To: Suarez, Rhae (R.)
Cc: Pennington, Clay (C.)
Subject: RE: 97-4373 Escape Stall Procedure Text Revision

Do we need to specify the duty cycle hold time minutes in Step 4 of the procedure? 1 minutes?

4. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88C (190F).

All accessories and the engine cooling fan should be off.

With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle stops increasing and remains at 95-100% for over 1 minute while FTP holds at approximately 2.6 volts. If this occurs, replace the EVAPVM valve with part number YL8Z-9C915-AA.

If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve. Verify corrective action, then Proceed to Step 5.

Dave Yu <dyu@ford.com>

From: Dalbo, Bob (R.J.)
Sent: Wednesday, April 10, 2002 11:24 AM
To: Suarez, Rhae (R.); Altonian, Don (D.J.)
Cc: Sanders, Muriel (M.S.); Rothweiler, Daniel (D.)
Subject: RE: 97-4373 Escape Stall Procedure Text Revision

I agree, no need to specify one minute wait.

Bob Dalbo

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

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

From: Suarez, Rhae (R.)
Sent: Wednesday, April 10, 2002 10:00 AM
To: Altonian, Don (D.J.)
Cc: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.)
Subject: RE: 97-4373 Escape Stall Procedure Text Revision

Anybody else have any input? If not, I'll send Don's response to Dave Yu. Let me know.

Thanks!!
Rhae

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

From: Altonian, Don (D.J.)
Sent: Wednesday, April 10, 2002 9:44 AM
To: Suarez, Rhae (R.)
Cc: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.)
Subject: RE: 97-4373 Escape Stall Procedure Text Revision

Rhae, as far as I am concerned if the ftp does not start moving down when the duty cycle goes through the 60% duty cycles the VMV is stuck. So I would say that if it has not gone down to near 2.2 volts by 90% duty cycle we are wasting our time waiting any time.

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

From: Suarez, Rhae (R.)
Sent: Wednesday, April 10, 2002 9:39 AM
To: Sanders, Muriel (M.S.); Altonian, Don (D.J.)
Subject: FW: 97-4373 Escape Stall Procedure Text Revision

More questions from Dave Yu (ASD).

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

From: Yu, Dave (D.)
Sent: Tuesday, April 09, 2002 3:53 PM
To: Suarez, Rhae (R.)
Cc: Pennington, Clay (C.)
Subject: RE: 97-4373 Escape Stall Procedure Text Revision

Do we need to specify the duty cycle hold time minutes in Step 4 of the procedure? 1 minutes?

4. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88C (190F).

All accessories and the engine cooling fan should be off.

With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle stops increasing and remains at 95-100% for over 1 minute while FTP holds at approximately 2.6 volts. If this occurs, replace the EVAPVM valve with part number YL8Z-9C915-AA.

If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve. Verify corrective action, then Proceed to Step 5.

Dave Yu <dyu@ford.com>

Adams, Robbin (.)

From: Chuck Fugate [Chuck_Fugate@polk.com]
Sent: Wednesday, April 10, 2002 11:23 AM
To: sbauer@ford.com
Cc: kmunoz2@ford.com; psouchoc@ford.com; rdalbo@ford.com
Subject: Escape VINs

To all:

Attached is the Escape file with appended name, address and phone numbers, where available.

I have sent you only the VINs with phone numbers - around 700 records.

Please contact me if you have any questions.

Chuck Fugate
Account Executive
248.728.7459
chuck_fugate@polk.com

This message has originated from R.L. Polk & Co.


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From: Suarez, Rhae (R.)
Sent: Tuesday, April 23, 2002 8:32 AM
To: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Williams, Les (LHW.)
Cc: King, Robert (R.F.); Price, Martin (M.)
Subject: Stall TSB

Next/Previous Article (N/P): _ Article #: TSB 02-08-06 Date: 04/24/2002
Symptom: 6 07 DRVABL STALL/QUITS
Year Yt Fm VI Mdl Trans Engine Collb Axle
Criteria: 2001 T MR

DRIVEABILITY - INTERMITTENT ENGINE QUIT OR IDLE DIP - NO DIAGNOSTIC TROUBLE
SOME VEHICLES EQUIPPED WITH THE 3.0L DURATEC ENGINE MAY EXHIBIT AN
INTERMITTENT ENGINE QUIT CONDITION. THIS IS USUALLY A ONE TIME EVENT DURING
CLOSED THROTTLE DECELERATION WITH NO DIAGNOSTIC TROUBLE CODES (DTCs) AND NO
MALFUNCTION INDICATOR LAMP (MIL). THE ENGINE WILL RESTART IMMEDIATELY. WHEN
NORMAL DIAGNOSTICS CANNOT PINPOINT THE ROOT CAUSE, REFER TO THE TSB FOR
DETAILS.


TSB 02-08-06.doc

Let me know if you need anything else.

Rhae M. Suarez

Rhae Michael Suarez
Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
DSC II (room 546) / 1800 Fairlane Dr. / Allen Park, MI 48101
Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

TSB 02-08-06

ISSUE:

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately.

ACTION:

When normal diagnostics cannot pinpoint the root cause, refer to the following Driveability Checklist for details.

SERVICE PROCEDURE

1. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. Using only WDS version B17.1 or later, verify that Idle Air Control (IAC) duty cycle is between 32%-40% with no purge flow. If IAC duty cycle is within specification, then proceed to Step 2 now. If IAC duty cycle is out of specification, replace IAC with part YF1Z-9F715-AA. Verify that IAC duty cycle is between 32-40% with no purge flow. If IAC duty cycle is within specification after replacing with a new IAC, then proceed to Step 2 now. If IAC duty cycle is still out of specification, replace throttle body with part YL8Z-9E926-DA. Verify corrective action, then proceed to Step 2.

NOTE: ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS.

2. For vehicles sold in the U.S. and Canada perform the following: If the vehicle was built on or after 1/16/2002, then proceed to Step 4 now. If not, reprogram PCM with WDS version B17.1 or later. Only use WDS version B17.1 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A650-AXA and reprogram with WDS version B17.1 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.1 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A650-AXB. Proceed to Step 4.
3. For vehicles sold in Mexico perform the following: If vehicle was built on or after 1/16/2002 then proceed to Step 4 now. If not, reprogram the PCM with WDS version B17.15 or later. Only use WDS version B17.15 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A650-AZA and reprogram with WDS version B17.15 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.15 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A650-AZB. Proceed to Step 4.

4. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts. If this occurs, replace the EVAPVM valve with part number YL8Z-9C915-AA. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve. Verify corrective action, then proceed to Step 5.
5. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, if EVAPVM drops to 0% from 80 - 80% (premature purge shutoff), check for an obstructed vent line. This condition may be accompanied by a sudden RPM drop while idling. The premature purge shutoff is caused by the tank not reaching a pre-specified vacuum state. To clear the possible obstructed vent line, disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases stalling occurs. Verify corrective action, then proceed to Step 6.
6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (FOAZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 700-06-00-37 Battery Junction Box. Proceed to Step 7.
7. Ask the customer if they have significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the Ignition. If they do, and the engine quits while traveling over bumps, the key ring may move the Ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key. Proceed to Step 8.
8. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 680 RPM.

From: Williams, Les (LHW.)
Sent: Tuesday, April 23, 2002 8:55 AM
To: Padilla, Jim (James J.)
Cc: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.)
Subject: FW: Stall TSB

Hello Mr. Padilla:

Here is the TSB you were interested in viewing per our discussion in early March.

Thanks,
Les Williams


Regards,
Les Williams
Cyclone V6 Computer Aided Design
Tel: 313-33-71902
Fax: 313-84-52269
For More, Count on Les

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

From: Suarez, Rhae (R.)
Sent: Tuesday, April 23, 2002 8:32 AM
To: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Williams, Les (LHW.)
Cc: King, Robert (R.F.); Price, Martin (M.)
Subject: Stall TSB

Next/Previous Article (N/P): _ Article #: TSB 02-08-06 Date: 04/24/2002
Symptom: 6 07 DRVABL STALL/QUITS
Year Vt Fm VI Mdl Trans Engine Callb Axle
Criteria: 2001 T MR

DRIVEABILITY - INTERMITTENT ENGINE QUIT OR IDLE DIP - NO DIAGNOSTIC TROUBLE
SOME VEHICLES EQUIPPED WITH THE 3.0L DURATEC ENGINE MAY EXHIBIT AN
INTERMITTENT ENGINE QUIT CONDITION. THIS IS USUALLY A ONE TIME EVENT DURING
CLOSED THROTTLE DECELERATION WITH NO DIAGNOSTIC TROUBLE CODES (DTCs) AND NO
MALFUNCTION INDICATOR LAMP (MIL). THE ENGINE WILL RESTART IMMEDIATELY. WHEN
NORMAL DIAGNOSTICS CANNOT PINPOINT THE ROOT CAUSE, REFER TO THE TSB FOR
DETAILS.


TSB 02-08-06.doc

Let me know if you need anything else.

Rhae M. Suarez

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

Phone: 313-32-23344 Pager: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

TSB 02-08-06

ISSUE:

Some vehicles equipped with the 3.0L Duratec engine may exhibit an intermittent engine quit condition. This is usually a one time event during closed throttle deceleration with no Diagnostic Trouble Codes (DTCs) and no Malfunction Indicator Lamp (MIL). The engine will restart immediately.

ACTION:

When normal diagnostics cannot pinpoint the root cause, refer to the following Driveability Checklist for details.

SERVICE PROCEDURE

1. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. Using only WDS version B17.1 or later, verify that Idle Air Control (IAC) duty cycle is between 32%-40% with no purge flow. If IAC duty cycle is within specification, then proceed to Step 2 now. If IAC duty cycle is out of specification, replace IAC with part YF1Z-9F715-AA. Verify that IAC duty cycle is between 32-40% with no purge flow. If IAC duty cycle is within specification after replacing with a new IAC, then proceed to Step 2 now. If IAC duty cycle is still out of specification, replace throttle body with part YL8Z-9E826-DA. Verify corrective action, then proceed to Step 2.

NOTE: ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS.

2. For vehicles sold in the U.S. and Canada perform the following: If the vehicle was built on or after 1/16/2002, then proceed to Step 4 now. If not, reprogram PCM with WDS version B17.1 or later. Only use WDS version B17.1 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A850-AXA and reprogram with WDS version B17.1 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.1 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A850-AXB. Proceed to Step 4.
3. For vehicles sold in Mexico perform the following: If vehicle was built on or after 1/16/2002 then proceed to Step 4 now. If not, reprogram the PCM with WDS version B17.15 or later. Only use WDS version B17.15 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A850-AZA and reprogram with WDS version B17.15 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.15 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A850-AZB. Proceed to Step 4.

4. With the transmission in Park, the engine should be at Idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts. If this occurs, replace the EVAPVM valve with part number YL8Z-9C915-AA. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve. Verify corrective action, then proceed to Step 5.
5. With the transmission in Park, the engine should be at Idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, if EVAPVM drops to 0% from 80 - 80% (premature purge shutoff), check for an obstructed vent line. This condition may be accompanied by a sudden RPM drop while idling. The premature purge shutoff is caused by the tank not reaching a pre-specified vacuum state. To clear the possible obstructed vent line, disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases stalling occurs. Verify corrective action, then proceed to Step 6.
6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (FOAZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 700-06-00-37 Battery Junction Box. Proceed to Step 7.
7. Ask the customer if they have significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the ignition. If they do, and the engine quits while traveling over bumps, the key ring may move the ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key. Proceed to Step 8.
8. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 680 RPM.

From: Sanders, Muriel (M.S.)
Sent: Tuesday, April 23, 2002 9:00 AM
To: Suarez, Rhae (R.); Williams, Les (LHW.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: Stall TSB

Hi Rhae & Les,

Didn't we decide that WDS would show different updated calibration part numbers for 2001 and 2002? The TSB only has the 2001 number (the 2001 number has a different prefix on the white paper).

1. **For vehicles sold in the U.S. and Canada perform the following:** If the vehicle was built on or after 1/16/2002, then proceed to Step 4 now. If not, reprogram PCM with WDS version B17.1 or later. Only use WDS version B17.1 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A650-AXA and reprogram with WDS version B17.1 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.1 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 4U7Z 1U7A-12A650-AXB for 2001MY and 2L8A-12A650-AD for 2002MY. Proceed to Step 4.
2. **For vehicles sold in Mexico perform the following:** If vehicle was built on or after 1/16/2002 then proceed to Step 4 now. If not, reprogram the PCM with WDS version B17.15 or later. Only use WDS version B17.15 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A650-AZA and reprogram with WDS version B17.15 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.15 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 4U7Z 1U7A-12A650-AZB for 2001MY and 2L8A-12A650-BD for 2002MY. Proceed to Step 4

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: Tuesday, April 23, 2002 9:32 AM
To: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Williams, Les (LHW.)
Cc: King, Robert (R.F.); Price, Martin (M.)
Subject: Stall TSB

Next/Previous Article (N/P): _ Article #: TSB 02-08-06 Date: 04/24/2002
Symptom: 6 07 DRVABL STALL/QUITS
Year Vt Fm Vl Mdl Trans Engine Calib Axle
Criteria: 2001 T MR

DRIVEABILITY - INTERMITTENT ENGINE QUIT OR IDLE DIP - NO DIAGNOSTIC TROUBLE
SOME VEHICLES EQUIPPED WITH THE 3.0L DURATEC ENGINE MAY EXHIBIT AN
INTERMITTENT ENGINE QUIT CONDITION. THIS IS USUALLY A ONE TIME EVENT DURING
CLOSED THROTTLE DECELERATION WITH NO DIAGNOSTIC TROUBLE CODES (DTCs) AND NO
MALFUNCTION INDICATOR LAMP (MIL). THE ENGINE WILL RESTART IMMEDIATELY. WHEN
NORMAL DIAGNOSTICS CANNOT PINPOINT THE ROOT CAUSE, REFER TO THE TSB FOR
DETAILS.

<< File: TSB 02-06-05.doc >>

Let me know if you need anything else.

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: 313-796-6242
Fax: 313-33-78337
Email: rsuarez8@ford.com

From: Suarez, Rhee (R.)
Sent: Tuesday, April 23, 2002 9:03 AM
To: Sanders, Muriel (M.S.); Williams, Les (LHW.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: Stall TSB

don't say that.

I'll look into it. I thought we made the change too. I'll let you know.

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

From: Sanders, Muriel (M.S.)
Sent: Tuesday, April 23, 2002 9:00 AM
To: Suarez, Rhee (R.); Williams, Les (LHW.)
Cc: Dalbo, Bob (R.J.)
Subject: RE: Stall TSB

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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: Suarez, Rhee (R.)
Sent: Tuesday, April 23, 2002 8:32 AM
To: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Williams, Les (LHW.)
Cc: King, Robert (R.F.); Price, Martin (M.)
Subject: Stall TSB

Next/Previous Article (N/P): _ Article #: TSB 02-08-06 Date: 04/24/2002
Symptom: 6 07 DRVABL STALL/QUITS
Year Vt Fm Vt Mdl Trans Engine Calib Axle

Criteria: 2001 T MR

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NORMAL DIAGNOSTICS CANNOT PINPOINT THE ROOT CAUSE, REFER TO THE TSB FOR
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<< File: TSB 02-08-06.doc >>

Let me know if you need anything else.

Rhac M. Suarez

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Product Concern Engineer - Escape / Tribute / Maverick
PVT & Field Support / FCSD
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Phone: 313-32-23344 Pager: 313-798-8242
Fax: 313-33-78337
Email: rsuarez8@ford.com

From: Dalbo, Bob (R.J.)
Sent: Tuesday, April 23, 2002 12:22 PM
To: Limtiaco, Steven (S.)
Cc: Sanders, Muriel (M.S.)
Subject: FW: Temperature Sensitivity

Steve,
Per our discussion last night.

Bob Dalbo

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

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

From: Freeland, Mark (M.)
Sent: Monday, April 22, 2002 6:43 PM
To: Dalbo, Bob (R.J.)
Subject: RE: Temperature Sensitivity

Bob,
According to the literature, it should be easier to get a CMOS device to go into a SCR latch at higher temperatures.

Regards

Mark Freeland

6-Sigma Black Belt
Engine Research Department
Ford Research Laboratory
P.O. Box 2053
MD 2629 - SRL - Room 1517
Dearborn, MI 48121-2053 USA
email: mfreela1@ford.com
Tel.: (313) 594-7645

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

From: Dalbo, Bob (R.J.)
Sent: Monday, April 22, 2002 5:49 PM
To: Freeland, Mark (M.)
Subject: Temperature Sensitivity

Mark,
How does temperature affect the Kavlico DPFE sensor's noise sensitivity?

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: Steven Limtiaco [SLimtiac@mazdausa.com]
Sent: Tuesday, April 23, 2002 12:28 PM
To: 'Dalbo, Bob (R.J.)'
Cc: 'msander6@ford.com'
Subject: RE: Temperature Sensitivity

Bob,

Could this be the silver bullet fix for the stalls concern? (PS - I just got the TSB this morning.)

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

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Tuesday, April 23, 2002 9:22 AM
To: Limtiaco, Steven (S.)
Cc: Sanders, Muriel (M.S.)
Subject: FW: Temperature Sensitivity

Steve,
Per our discussion last night.

Bob Dalbo
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Phone: (313) 24-84947 Fax: (313) 32-31786
Pager: (313) 795-2859 Email: rdalbo@ford.com

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> **Sent:** Monday, April 22, 2002 6:43 PM
> **To:** Dalbo, Bob (R.J.)
> **Subject:** RE: Temperature Sensitivity

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> Mark Freeland

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> 6-Sigma Black Belt
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> Ford Research Laboratory
> P.O. Box 2053

> MD 2629 - SRL - Room 1517
> Dearborn, MI 48121-2053 USA
> email: mfreelal@ford.com
> Tel.: (313) 594-7645

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> From: Dalbo, Bob (R.J.)
> Sent: Monday, April 22, 2002 5:49 PM
> To: Freeland, Mark (M.)
> Subject: Temperature Sensitivity

> Mark,
> How does temperature affect the Kavlico DPF sensor's noise
sensitivity?

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

From: Dalbo, Bob (R.J.)
Sent: Tuesday, April 23, 2002 5:10 PM
To: Lintiac, Steven (S.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: Temperature Sensitivity

Steve,

The data around here is conflicting. Have you searched your database for vehicles that stalled and either concurrently or subsequently had DPFE replacement (for any reason)? If there is a strong correlation there, it may be our silver bullet.

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: Tuesday, April 23, 2002 12:28 PM
To: 'Dalbo, Bob (R.J.)'
Cc: 'msander6@ford.com'
Subject: RE: Temperature Sensitivity

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Could this be the silver bullet fix for the stalls concern? (PS - I just got the TSB this morning.)

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: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Tuesday, April 23, 2002 9:22 AM
To: Lintiac, Steven (S.)
Cc: Sanders, Muriel (M.S.)
Subject: FW: Temperature Sensitivity

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Per our discussion last night.

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

>

From: Steven Lintiac [SLintiac@mazdausa.com]
Sent: Tuesday, April 23, 2002 6:28 PM
To: 'rdalbo@ford.com'; 'meander6@ford.com'
Subject: FW: Escape 3.0L Engine Quit TSB 02-08-06

Importance: High

TSB 02-08-06.doc

Bob & Muriel,

I received this TSB copy this morning from Bob King. We are now working on the Mazda 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: King, Robert (R.F.) [mailto:rking9@ford.com]
Sent: Tuesday, April 23, 2002 6:43 AM
To: Kanai, Shinji (S.); Hoshino, Jun (J.); Johnson, Warren (W.K.); Lintiac, Steven (S.); Aoyama, Fumihiko (F.); Bradley, Joe (J.C.); 'tokunaga.mi@sv.mazda.co.jp'
Cc: Powers, Ken (K.W.); Terzea, Laura (L.D.); Klarr, Jerry (G.T.); Dominick, Brian (B.J.); Takasawa, Keith (K.D.); Hofman, Michael (M.V.); Giblin, Michael (M.); Chin, Darrel (D.)
Subject: Escape 3.0L Engine Quit TSB 02-08-06
Importance: High

Technical Service Bulletin 02-08-06 has been approved & released.

DRIVEABILITY - INTERMITTENT ENGINE QUIT OR IDLE DIP ESCAPE 3.0L

Ford-"The Most Wanted Car on the American Road" circa 1952

Robert King
LHD Escape/Maverick FCSD Program Manager
PVT & Field Support, Vehicle Service & Programs
Kansas City Assembly Plant (816) 459-1872, fax 459-1726

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

> **From:** Suarez, Rhae (R.)
> **Sent:** Tuesday, April 23, 2002 7:32 AM
> **To:** Dalbo, Bob (R.J.); Sanders, Muriel (M.S.); Williams, Les (LHW.)
> **Cc:** King, Robert (R.F.); Price, Martin (M.)
> **Subject:** Stall TSB

>

>
> Next/Previous Article (N/P): _ Article #: TSB 02-08-06 Date:
04/24/2002

> Symptom: 6 07 DRVABL STALL/QUITS

> Year Vt Fm Vl Mdl Trans Engine Calib Axle

> Criteria: 2001 T MR

>

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> > <<TSB 02-08-06.doc>>

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> Let me know if you need anything else.

> Rhae M. Suarez

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> 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

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TSB 02-08-06

ISSUE:

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ACTION:

When normal diagnostics cannot pinpoint the root cause, refer to the following Driveability Checklist for details.

SERVICE PROCEDURE

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NOTE: ENGINE RPM WILL SLOWLY RAMP UP. IT IS EXTREMELY IMPORTANT TO CHECK THE IAC DUTY CYCLE WHEN THE RPM IS AT 750 RPM. EVEN 800 RPM IS TOO HIGH FOR CHECKING IAC DUTY CYCLE UNDER THESE CONDITIONS.

2. For vehicles sold in the U.S. and Canada perform the following: If the vehicle was built on or after 1/16/2002, then proceed to Step 4 now. If not, reprogram PCM with WDS version B17.1 or later. Only use WDS version B17.1 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A850-AXA and reprogram with WDS version B17.1 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.1 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A850-AXB. Proceed to Step 4.
3. For vehicles sold in Mexico perform the following: If vehicle was built on or after 1/16/2002 then proceed to Step 4 now. If not, reprogram the PCM with WDS version B17.15 or later. Only use WDS version B17.15 or later during this reprogramming. Some 2001 model year PCMs cannot be reprogrammed and must be replaced. This is determined by the MPC # located in upper left corner of the barcode on the PCM. If the PCM is an MPC 160, then replace with part 1U7Z-12A850-AZA and reprogram with WDS version B17.15 or later. If the PCM is MPC 161, then just reprogram with WDS version B17.15 or later. Verify latest calibration was successfully reprogrammed. WDS should show latest calibration level as 1U7Z-12A850-AZB. Proceed to Step 4.

4. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, determine if the Evaporative Vapor Management (EVAPVM) duty cycle stops increasing and remains at 95-100% while FTP holds at approximately 2.6 volts. If this occurs, replace the EVAPVM valve with part number YL8Z-9C915-AA. If EVAPVM is functioning correctly, the duty cycle should increase to 84-100% with the FTP decreasing to approximately 2.2 volts and then recycle back to 0% duty cycle while FTP holds at approximately 2.6 volts. Do not replace the EVAPVM valve. Verify corrective action, then proceed to Step 5.
5. With the transmission in Park, the engine should be at idle at approximately 750 RPM, and the engine temperature should be at least 88°C (190°F). All accessories and the engine cooling fan should be off. With WDS version B17.1 (U.S.) or B17.15 (Mexico) or later, if EVAPVM drops to 0% from 60 - 80% (premature purge shutoff), check for an obstructed vent line. This condition may be accompanied by a sudden RPM drop while idling. The premature purge shutoff is caused by the tank not reaching a pre-specified vacuum state. To clear the possible obstructed vent line, disconnect the vent line in the evaporative emissions system from the check valve side (check valve part # is YL8U-9C915-AB). This connection is located just forward of the evaporative emissions canister assembly, underneath the vehicle in the area of the driver side rear seat. Using shop air, blow the vent line from the check valve side forward (towards the brake booster). In the past, spiders have been known to construct webs in vent lines so handle with caution. Possible obstructions in the vent line can prevent the evaporative emissions system from purging properly, and in some cases stalling occurs. Verify corrective action, then proceed to Step 6.
6. If the Electronic Engine Control (EEC) relay has stamped lettering, proceed to Step 7 now. If the EEC relay has white lettering printed on the top surface, replace with a new Hella service relay that is all black and has stamped lettering on the top surface. Both the new Hella service relay and the old relay have the same part number (FOAZ-14N089-A). Make sure the relay you are installing has stamped lettering. For location, use 2001 Wiring Diagram sections 303-07B-00-1 Connector C1016, 700-06-00-37 Battery Junction Box. Proceed to Step 7.
7. Ask the customer if they have significant weight (approximately 9 oz or more) hanging from the key ring while the keys are in the ignition. If they do, and the engine quits while traveling over bumps, the key ring may move the ignition cylinder out of the Run position and stop the engine. When this occurs, all gauges immediately shut off (fuel reads "E", tachometer goes to zero, speedometer goes to zero immediately). It is recommended that the customer attach fewer keys to the key ring that retains the vehicle ignition key. Proceed to Step 8.
8. Road the test vehicle long enough to experience 3 closed throttle decelerations from approximately 40 mph down to 10 mph. Use scan tool to examine engine RPM during test. Ensure there are no engine RPM dips below 650 RPM.

From: Steven Limtiaco [SLimtiac@mazdausa.com]
Sent: Tuesday, April 23, 2002 8:51 PM
To: 'Dalbo, Bob (R.J.)'
Cc: Sanders, Muriel (M.S.)
Subject: RE: Temperature Sensitivity

Bob,
I'll work on slicing the data tomorrow. All I can say at this instant is that the number of complaints go way up as the temperature gets warmer. Other people have told me the same thing. Hawaii has the highest concentration of stalls which is consistently warm year-round. All throughout winter, it was quiet.

(Just a cursory observation for now...were there any temperature correlations for the Ford Focus?)

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: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Tuesday, April 23, 2002 2:19 PM
To: Limtiaco, Steven (S.)
Cc: Sanders, Muriel (M.S.)
Subject: RE: Temperature Sensitivity

Steve,
The data around here is conflicting. Have you searched your database for vehicles that stalled and either concurrently or subsequently had DFFE replacement (for any reason)? If there is a strong correlation there, it may be our silver bullet.

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: Tuesday, April 23, 2002 12:28 PM
To: 'Dalbo, Bob (R.J.)'
Cc: 'msander6@ford.com'
Subject: RE: Temperature Sensitivity

Bob,

Could this be the silver bullet fix for the stalls concern? (PS - I just got the TSB this morning.)

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

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

From: Dalbo, Bob (R.J.) [mailto:rdalbo@ford.com]
Sent: Tuesday, April 23, 2002 9:22 AM
To: Lintiac, Steven (S.)
Cc: Sanders, Muriel (M.S.)
Subject: FW: Temperature Sensitivity

Steve,
Per our discussion last night.

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

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

> From: Freeland, Mark (M.)
> Sent: Monday, April 22, 2002 6:43 PM
> To: Dalbo, Bob (R.J.)
> Subject: RE: Temperature Sensitivity

>
> Bob,
> According to the literature, it should be easier to get a CMOS device to go into a SCR latch at higher temperatures.

> Regards

> Mark Freeland

>
> 6-Sigma Black Belt
> Engine Research Department
> Ford Research Laboratory
> P.O. Box 2053
> MD 2629 - SRL - Room 1517
> Dearborn, MI 48121-2053 USA
> email: mfreela1@ford.com
> Tel.: (313) 594-7645

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

> From: Dalbo, Bob (R.J.)
> Sent: Monday, April 22, 2002 5:49 PM

> To: Freeland, Mark (M.)
> Subject: Temperature Sensitivity
>
> Mark,
> How does temperature affect the Kavlico DPFE sensor's noise
sensitivity?
>
> 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: Hoshino, Jun (J.)
Sent: Wednesday, April 24, 2002 2:05 AM
To: Chang, Chia Kai (C.); Dalbo, Bob (R.J.)
Cc: Kwon, Soon (S.K.)
Subject: RE: U204/J14 3.0L engine stall issue.

Chia Kai,

Please lead the IAC duty cycle while no purge flow (0%).

Bob,

Would you respond Chia Kai's question below?

Chia Kai's question:

"All of the vehicle EVAPVM are cycle working. So, my understand is that the vehicle EVAPVM function is cycle < up to 84%~100% then down to 0% >, the EVAPVM is correct. Right ?"

According to their verification, purge cycle is 84-100% (on), no purge cycle is 0% (off).

Is the purge flow management not variably? (like 0%- 25-50-75-100%).

Jun Hoshino

RHD Escape/Maverick FCSD PVT Program Manager

PVT & Field Support, Vehicle Service & Programs

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

---Original Message---

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

Sent: Wednesday, April 24, 2002 1:10 PM

To: Hoshino, Jun (J.)

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

Hoshino san :

More question about the IAC, the EVAPVM working will make the IAC% lower

<

32-38% >, but when the EVAPVM is 0%, the IAC will higher < 38%-40% >. So the correct measure method is EVAPVM working or not working, after KAM learning again.

We measure our EVAPVM and FTP data as below :

a. Dura vehicle 73000km:

EVAPVM : 80.6% FTP : 2.2

EVAPVM up to 84.9% then down to 0%

b. P/O vehicle 8000km:

EVAPVM : 59.8% FTP : 2.2

EVAPVM up to 84% then down to 0%

c. New vehicle 1:

EVAPVM : 71% FTP : 2.2

EVAPVM up to 100% then down to 0%

d. New vehicle 2:

EVAPVM : 80% FTP : 2.2

EVAPVM up to 100% then down to 0%

All of the vehicle EVAPVM are cycle working. So, my understand is that the

vehicle EVAPVM function is cycle < up to 84%-100% then down to 0% >, the EVAPVM is correct. Right ?

C.K. Chang

FLH/LVT

Vehicle Test and Development

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

From: "Hoshino, Jun (J.)" <jhoshino@ford.com>

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

Sent: Wednesday, April 24, 2002 10:25 AM

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

- > Chia Kai,
- > Yes, KAM reset is needed and driving as well.
- >
- > Jun Hoshino
- > RHD Escape/Maverick FCSD PVT Program Manager
- > PVT & Field Support, Vehicle Service & Programs
- > Hiroshima Japan Tel: 81-82-287-4603 Fax: 81-82-287-5220

>

>

>

> —Original Message—

- > From: cchang9 [mailto:cchang9@ford.com]
- > Sent: Wednesday, April 24, 2002 10:01 AM
- > To: Hoshino, Jun (J.)
- > Subject: Re: U204/J14 3.0L engine stall issue.

>

>

> Hoshino san:

- >
- > Thanks for your TSB file, I have read it. There is one question, "TSB
- > step1"
- > If I replace the IAC or TB, do we need reset the KAM then driving
- > about
- > 16km
- > for learning?

>

> C.K. Chang

> FLH/LVT

> Vehicle Test and Development Engineer

> Mailto: cchang9@ford.com

>

>

> — Original Message —

- > From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
- > To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "Lin, John (J.)"
- > <jlin8@ford.com>; "Chang, Chia Kai (C.)" <cchang9@ford.com>; "Jao,

Jack

> (J.)" <jjao@ford.com>; "Hu, Mario (M.R.)" <mhu1@ford.com>
> Cc: <okazaki.yo@mazda.co.jp>; "McGee, Brett (B.L.)" <bmcgee@ford.com>
> Sent: Tuesday, April 23, 2002 10:20 PM
> Subject: RE: U204/J14 3.0L engine stall issue.

>

>

>> I have just got TSB from KCAP.
>> This TSB has been released this Monday, you can also see this in the
> TSO
>> online (web).

>>

>> Hope this helps.

>>

>> 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, April 23, 2002 2:52 PM
>> To: Chang, Chia Kai (C.); Lin, John (J.)
>> Cc: 'okazaki.yo@mazda.co.jp'; Hu, Mario (M.R.); Jao, Jack (J.);
McGee,

>> Brett (B.L.)

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

>>

>>

>> Chia Kai and John,

>> Here is KCAP action for stall issue.

>>

>> Okazaki-san,

>> Has the same engineering change (below action 1-10) been implemented

> for

> > Taiwan vehicle?

> >

> > 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: Moorhouse, Scott (S.R.)

> > Sent: Monday, April 22, 2002 11:18 PM

> > To: McGee, Brett (B.L.); Hoshino, Jun (J.)

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

> >

> >

> >

> > Stalls actions noted below.

> >

> > KCAP Actions

> > Concern # Revised Part # Implementation Timing

> > 1. Omron to Hella Relays

> > C11293441 No Change 07/27/01

> > 2. Updated production calibration

> > C11298148 1/16/02 (3 out of 7)

> > 3. Inverted delta status- G101 ground

> > 01/15/02

> > 4. Inverted delta status- G100 ground

> > C11294758

> > 5. Inverted delta status- G104/G105

> > C11294758

> > 6. Implementation of robust MAF

> > C11299286 1L2F-12B579-BA 3/22/02

> > 7. IAC change from Guide A to Finned Pintle (CEP2

> > action) C11252737 1L8E-9F715-AA Job 1 2003

> > 8. 3.0L dPFE change from Kavlico to Motorola

> > C11262413 2L3E-9J433-BA Job 1 2003

>> 9. 2.0L dPFE change from Kavlico to Motorola

>> C11274132 2L3E-9J433-BA Job 1 2003

>> 10. Revised vent line location C11326381

>> TBD

>> 11. Technical Service Bulletin (TSB)

>> N/A N/A April 2002

>> 12. Single Service Message (SSM)

>> N/A N/A 1/29/02

>> 13. Internal Service Message (ISM)

>> N/A N/A 2/5/02

>>

>> Scott Moorhouse

>> U204 PTSE Resident Engineer

>> Kansas City Assembly Plant

>> (ph) 816-459-1985 (fax) 816-459-1728

>> smoorhou@ford.com

>>

>>

>> —Original Message—

>> From: McGee, Brett (B.L.)

>> Sent: Monday, April 22, 2002 3:06 AM

>> To: Hoshino, Jun (J.); Moorhouse, Scott (S.R.)

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

>>

>>

>> Jun, sorry I searched WERS and couldn't find the Concern.

>>

>> Scott would you happen to have the Concern number for the relay

> change?

>> (change from Omron to Hella, to avoid the switching during vertical

>> accelerations).

>>

>> Brett McGee

>> Ford Resident Engineer - Hofu Assembly Plant

>> e-mail: bmcgee@ford.com

>> Telephone: 011-81-82-287-1095

>> Fax: 011-81-82-287-5399

> >

> >

> > —Original Message—

> > From: Hoshino, Jun (J.)

> > Sent: Monday, April 22, 2002 4:13 PM

> > To: McGee, Brett (B.L.)

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

> >

> >

> > Brett,

> > Here is the parts# for EEC relay (Omron).

> > Ford Engineering # F0AB 14B192 AA

> > Service parts# FOAZ 14N089 A

> >

> > My understanding is, KCAP has changed relay supplier from Omron to

> Hella

> > last year for production.

> > But service parts was originally supplied from Hella with no parts#

> > change.

> >

> >

> > 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: Lin, John (J.)

> > Sent: Monday, April 22, 2002 3:06 PM

> > To: Chang, Chia Kai (C.); Hoshino, Jun (J.)

> > Cc: okazaki.yo@mazda.co.jp; Hu, Mario (M.R.); Jao, Jack (J.); Lin,

> John

> > (J.)

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

> >

>>

>> Those part numbers are applied to many different carlines, however not

>> applied to U204/J14. Can anyone advise me what WERS concern or notice

>> number it is for this issue? Thanks!

>>

>> —Original Message—

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

>> Sent: Monday, April 22, 2002 9:02 AM

>> To: Hoshino, Jun (J.)

>> Cc: okazaki.yo@mazda.co.jp; HU M.R.; Jao Jack; Lin, J. (John)

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

>>

>>

>> Hoshino san :

>>

>> For our customer engine stall conditions, all of them are idle

> unstable.

>> So,

>> I don't think that the EEC POWER RELAY is the root cause. But, from your

>> information, it might be a engine stall potential issue. So, did MC

>> design

>> changed ? How many case < EEC relay caused > in your side or KCAP ?

|

>> have

>> checked our EEC Relay, it belong to the OMRON type.

>> By the way, from your first email about SM15589, did MC have found the

>> root

>> cause ? Now, we test drive about 1000km after changed the TB, no

> engine

>> stall. Keep monitor. Thanks for your help.

>>

>> Best Regards

>>

>> C.K. Chang

>> FLH/LVT

>> Vehicle Test and Development Engineer

>> Mailto : cchang9@ford.com

>>

>>

>> — Original Message —

>> From: "Hoshino, Jun (J.)" <jhoshino@ford.com>

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

>> Cc: "Ting, F k (F.)" <fting@ford.com>; "Jao, Jack (J.)"

>> <jjao@ford.com>

>> Sent: Friday, April 19, 2002 9:58 PM

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

>>

>>

>>> I mean FOAZ- 14N089-A is Ford service pars#. As for Ford

> Engineering#

>>> is FOAB 14B192 AA. Sorry, but I am not famillar with WERS. Why

> don'

>> t

>>> you ask your parts dept. I guess they can find out this parts. My

>>> understanding is this relay is not new established parts. We have

> been

>>> using another vehicle line.

>>> As for EEC relay, I mean the contact point direction in the relay.

> You

>>> can see contact point and coil with remove the black cover of

> relay.

>>> Please find attached. If customer stets engine stall when bumpy

> road

>>> driving, suspect the relay. But other condition, may be not.

>>>

>>> Yes, PCM (Keep Alive Memory) is all ways learning engine status

> while

>>> engine is running.

>>> The KAM learning methods "just drive".

>>>

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

>>> ~~Original Message~~

>>> From: cchang9 [mailto:cchang9@ford.com]
>>> Sent: Friday, April 19, 2002 2:53 PM
>>> To: Hoshino, Jun (J.)
>>> Cc: Ting F.K.; Jao Jack
>>> Subject: Re: U204/J14 3.0L engine stall issue.

>>>

>>>

>>> Hoshino san :

>>>

>>> I am not reset the "KAM", I will try again to reset the KAM and

> record

>>> the

>>> IAC%. Thanks for your information, if possible, can you give me
more

>>> information about the KAM learning method, is it always keep on

>> learning

>>> ?

>>> About the EEC relay, I still can't find the part No. on our WERS

>> system.

>>> The

>>> part no. you give, is Ford part No. ? Or is it have ECN or any

> Concern

>>> No. ?

>>> The attachment file is our vehicle's EEC relay located direction ?

> Is

>>> It

>>> have potential issue, is it vertical that you mean ?

>>> 4/17 we change the throttle body, we test run about 500km till
now,

> no

>>> engine stall. We will keep monitor the vehicle status.

>>>

>>> C.K. Chang

>>> FLH/LVT

>>> Vehicle Test and Development Engineer

>>> Mailto: cchang9@ford.com

>>>

>>>

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

>>> From: "Hoshino, Jun (J.)" <jhoshino@ford.com>

>>> To: "Chang, Chia Kai (C.)" <cchang9@ford.com>; "King, Robert (R.F.)"

>>> <rking9@ford.com>

>>> Cc: "Ting, F k (F.)" <fting@ford.com>

>>> Sent: Friday, April 19, 2002 12:23 PM

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

>>>

>>>

>>>> Chia Kai,

>>>> I guess, prefix should be FOAZ not F*0*AZ. I could found this

> parts#

>>>> (FOAZ-14N089-A).

>>>> I had heard KCAP PVT that the purpose of this relay change was to

>>>> prevent engine stall while bumpy road driving.

>>>> The point in the relay was originally located vertically. This

>>> location

>>>> of the point had potential of intermittent open at bumpy road.

>>>> The point of the relay FOAZ-14N089-A is located horizontally.

>>>>

>>>> Bob, please correct if I am misunderstanding about the relay.

>>>>

>>>> As for IAC%, did you reset the KAM (using WDS) after replacement

> of

>>> IAC

>>>> and TB? then re-learn the PCM with 16km (10 mile) driving?

>>>> PCM definitely needs these action.

>>>>

>>>> Engine stall after refuel issue,

>>>> KCAP vehicle dose not have this issue because the fuel tank is

>>>> different.

>>>> Mazda engineering is still investigating about this issue. I

>> recommend

>>>> just replace the fuel tank at this stage then report me if you

> have

>>> the

>>>> same issue.

>>>>

>>>>

>>>> Jun Hoshino

>>>> RHD Escape/Maverick FCSD PVT Program Manager

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

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

>>>>

>>>>

>>>>

>>>> —Original Message—

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

>>>> Sent: Thursday, April 18, 2002 1:58 PM

>>>> To: Hoshino, Jun (J.)

>>>> Cc: Ting F.K.

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

>>>>

>>>>

>>>> Hoshino san :

>>>>

>>>> I check our EEC power relay is F0AB-14B192-AA. Not meet your

>>>> information,

>>>> SM15589, EEC power relay F0AZ-14N089-A. I also can't find the

Part

>> No.

>>>> F0AZ-14N089-A from the WERS system. Can you explain about it ?

>>>>

> > > And Yesterday, I replace the throttle body, the IAC result is
 the
 > > > same,
 > > > no
 > > > change. Dura vehicle replace the new TB, the IAC is 38-41%. The
 > new
 > > > vehicle
 > > > replace the dura TB, the IAC is 32-35%. < same situation as
 > original
 > > > status
 > > > > So, what make the IAC always so high ? But when we monitor the
 > RPM
 > > > > with
 > > > > the PSP operation. It seems have the more stable rpm. < Dura
 > vehicle
 > > +
 > > > > new
 > > > > TB > Today, our dura vehicle have an emission test for type
 > > approval.
 > > > We
 > > > > will test run tomorrow and report to you.
 > > > >
 > > > > By the way, answer your question :
 > > > > 1. Our dura vehicle replaced IAC, it still have the idle rough
 > > > > condition.
 > > > > Now, when we replace the TB, it seem improved.
 > > > > 2. & 3. I will double confirm our related engineer < he deal
 with
 > it
 > > >
 > > > > for
 > > > > DTC's code. And after I replace the normal D.P.F.E and HO2S12,
 the
 > > > DTCs
 > > > > eliminated.
 > > > > 4. Not every 300km happen the engine stall. The dura vehicle
 > happen

>>> the
>>>> engine stall at 65,000km. From 65,000~72000<now>, the vehicle
> engine
>>>> stall
>>>> sometimes. Not full fuel status. I also check with our PEM M.R.
> Hi,
>>>> our
>>>> fuel
>>>> tank is come from the U.S. not MC. The source chance as MC
> effective
>>>> at
>>>> Aug.
>>>> 02'. Do the U.S. have the same issue ? Do MC have the action
about
>>>> your
>>>> fuel
>>>> tank, now ?
>>>>
>>>> Thanks for your help, kindly.
>>>>
>>>> Best Regards
>>>> C.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>> C.K. Chang
>>>> FLH/LVT
>>>> Vehicle Test and Development Engineer
>>>> Mailto: cchang9@ford.com
>>>>
>>>> — Original Message —
>>>> From: "Hoshino, Jun (J.)" <jhoshino@ford.com>
>>>> To: "McGee, Brett (B.L.)" <bmcgee@ford.com>
>>>> Cc: "Ting, F k (F.)" <fting@ford.com>; "Jao, Jack (J.)"
>>>> <jjao@ford.com>;
>>>> "Chang, Chia Kai (C.)" <cchang9@ford.com>;

> <okazaki.yo@mazda.co.jp>;

> > > "King,

> > > Robert (R.F.)" <rking9@ford.com>

> > > Sent: Monday, April 15, 2002 5:31 PM

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

> > >

> > >

> > > > Brett,

> > > >

> > > > TSB has not been released yet. Here is some Information

> regarding

> > > > stall

> > > > issue. These information is using NA market.

> > > > All NA dealers can refer SSM. ISM is for Hot line Information.

> ISM

> > > > will

> > > > not provide to dealers.

> > > >

> > > >

> > > >

> > >

> >

>

>

> > > > *****

> > > > SSM 15589

> > > >

> > > > REFLASH (PCM) W WDS VERSION B17.1 OR LATER

> > > >

> > > > SOME 2001/2002 3.0L ESCAPES MAY EXHIBIT AN INTERMITTENT ENGINE

> > QUIT

> > > > CONDITION,

> > > > USUALLY 1 TIME DURING CLOSED THROTTLE DECEL WITH NO DTC'S OR

> MIL.

> > > THE

> > > > ENGINE

>>>> RESTARTS IMMEDIATELY. TO SERVICE, REPROGRAM PCM W/WDS VERSION
> B17.
>> 1
>>> OR
>>>> LATER.
>>>> SOME 2001MY PCMS CAN NOT BE REPROGRAMMED AND MUST BE REPLACED.
>> THIS
>>> IS
>>>> DETER-
>>>> MINED BY THE MPC # LOCATED IN UPPER LEFT CORNER OF THE BARCODE
> ON
>>> THE
>>>> PCM. IF
>>>> MPC# 160 THEN REPLACE WITH PART# 1U7Z-12A650-AXA AND
REPROGRAM.
> IF
>>>> MPC#
>>>> IS
>>>> 161 THEN JUST REPROGRAM. ALL 2002MY PCMS CAN BE REPROGRAMMED.
>>>> DISCONNECT
>>>> THE
>>>> VENT LINE IN THE EVAP EMISSIONS SYSTEM FROM THE CHECK VALVE
> SIDE.
>>>> USING
>>>> SHOP
>>>> AIR, BLOW AIR THROUGH THE VENT LINE FROM THE CHECK VALVE SIDE
>>> FORWARD.
>>>> CHECK
>>>> FOR REVISED EEC POWER RELAY. IF RELAY HAS WHITE LETTERING,
> REPLACE
>>>> W/F0AZ-
>>>> 14N089-A. MAKE SURE RELAY PIN CONNECTIONS ARE TIGHT IN POWER
>>>> DISTRIBUTION BOX.
>>>>
>>>>
>>>
>>

>

>>>> *****

>>>> ISM 02-01-070

>>>>

>>>> INT STALL,PERFORM SSM 15589,CK VMV STICKING,TEST EVAP

>>>>

>>>> ESCAPE STALL AFTER SSM 15589 ***UPDATED BY MPRICE28

2/8/02***

>>>>

>>>> SOME 2001-2002 ESCAPES MAY EXHIBIT AN INTERMITTENT STALL,
VERIFY

>> SSM

>>>> 15589 HAS

>>>> BEEN DONE AND PERFORM THE FOLLOWING CHECKS. FOR STALLING OVER

>> BUMPS

>>>> WIGGLE

>>>> IGNITION KEY TO TRY TO DUPLICATE, IF CUTS OUT THEN MAKE SURE

>>> CUSTOMERS

>>>> KEY RING

>>>> WEIGHS LESS THAN 8OZ AND REPLACE IGNITION SWITCH IF NECESSARY.

>>>> DISCONNECT AND

>>>> INSPECT PCM HARNESS FOR BURNED OR BENT PINS. INSPECT VMV FOR

>>> STICKING,

>>>> PERFORM

>>>> WDS EVAP TEST OR SMOKE TEST. IF STALL IS RELATED TO RFI(IE:

> RADIO

>>>> TOWER/2-WAY

>>>> RADIO) REPLACE MAF W/1L2Z-12B579-8A. CHECK IAC%(<38% W/NO

PURGE

>>> FLOW).

>>>> INSPECT

>>>> IAC AND THROTTLE BODY FOR CARBON OR SLUDGE, IF PRESENT REPLACE

>>>> W/YF1Z-9F715-

>>>> AA(IAC), YL8Z-9E926-DA(THROTTLE BODY). INSPECT C270B, C, D,

> C110,

>>>> C133

>>>> FOR
>>>> WATER INTRUSION/PIN PROBLEMS. INSPECT G300, G100, REMOVE
> BATTERY
>>> TRAY
>>>> AND
>>>> INSPECT G104/105, G101.
>>>>
>>>> AUTHOR: MARTIN PRICE (MPRICE28) 79133
>>>>
>>>>
>>>
>>>
>>
>
>

>>>> *****
>>>>
>>>>
>>>>
>>>>
>>>> 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: McGee, Brett (B.L.)
>>>>> Sent: Monday, April 15, 2002 6:19 PM
>>>>> To: King, Robert (R.F.)
>>>>> Cc: Ting, F k (F.); Jao, Jack (J.); Chang, Chia Kal (C.);
>>>>> okazaki.yo@mazda.co.jp; Hoshino, Jun (J.)
>>>>> Subject: RE: U204/J14 3.0L engine stall issue.
>>>>>
>>>>>
>>>>> Bob, is the service information for engine stalls released?
>>>>>
>>>>> Brett McGee

>>>> Ford Resident Engineer - Hofu Assembly Plant

>>>> e-mail: bmcgee@ford.com

>>>> Telephone: 011-81-82-287-1095

>>>> Fax: 011-81-82-287-5399

>>>>

>>>>

>>>> ~~Original Message~~

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

>>>> Sent: Monday, April 15, 2002 5:38 PM

>>>> To: okazaki.yo@mazda.co.jp; McGee, Brett (B.L.)

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

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

>>>>

>>>>

>>>> Okazaki san & McGee :

>>>>

>>>> For Taiwan U204/J14 have one engine stall issue on 3.0L model.

>> Below

>>>> is

>>>> the

>>>> engine stall information and status. There are total 6 vehicle

>>> happen

>>>> the

>>>> engine stall, 5 are the customer vehicles and the other is FLH

>> dura

>>>> vehicle

>>>> <65,000km>. The customer's engine stall situation is similar

to

>> our

>>>> dura

>>>> vehicle. Let me describe the dura vehicle engine stall

disposing

>>>> status.

>>>> 1. Uphilling, when releasing the acceleration pedal. The

vehicle

>>>> engine

>>>> stall.

>>>> 2. Go-Stop-Go situation < traffic light >. The vehicle engine
>> stall.

>>>> 3. Shift "D" to "R", release the brake pedal and prepare
>>> acceleration.

>>>> The

>>>> vehicle engine stall.

>>>> 4.

>>>> We have replace some parts, as below :

>>>> 1. D.P.F.E sensor

>>>> 2. O2 sensor < HO2S12, form the WDS error code >

>>>> 3. Idle Speed Control valve

>>>> 4. Fuel filter

>>>>

>>>> What my question is :

>>>> 1. Do you received any engine stall information about 3.0L ?

>>>> 2. What we can do, next step ? From the information, It show
the

>>> Idle

>>>> not

>>>> stable.

>>>>

>>>> Thanks for your help.

>>>>

>>>> Best Regards

>>>> C.K. Cheng

>>>> LVT / VT&D

>>>> Mailto: cchang9@ford.com

>>>>

>>>>

>>>

>>>

>>

>>

From: Bhojwan, Kamal (K.)
Sent: Wednesday, April 24, 2002 8:05 AM
To: Wojcik, Karl (K.W.)
Cc: Dalbo, Bob (R.J.); Sanders, Muriel (M.S.)
Subject: FW: Escape/Tribute Stall

Karl,
Bob Dalbo's team has the lead on this issue. I worked for him on this issue for some time last year, but he can probably provide you with more current information.

Regards,

Kamal Bhojwan

Escape/ Tribute Vehicle Integration
Product Development Center, Suite 2H-C48
Phone: (313) 32-21532
Fax: (313) 24-87059

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

From: Wojcik, Karl (K.W.)
Sent: Wednesday, April 24, 2002 7:38 AM
To: Bhojwan, Kamal (K.)
Cc: Gardner, William (W.M.); Hayden, John (J.T.)
Subject: Escape/Tribute Stall

Kamal,

Last week Tuesday, I was driving to work in my Tribute and when entering the I-94 freeway from I-75 my vehicle stalled and the service engine light and the charging system light came on. I took the vehicle to the R&E service center immediately that morning. They had sent it to Livonia Mazda for them to look at. Livonia Mazda wasn't able to find anything wrong with it and returned it back to me yesterday. I was out in the R&E parking lot with Danny (team leader at service center) and I just tapped lightly on the PCM relay with the JB cover and the engine stalled. I did this twice.

I was also mentioning this to Bill Gardner who has an Escape, and he said the same thing happened to him the following day. We did the same test on his relay and stalled his vehicle twice. I also tried this on my Mountaineer and was unable to stall the engine.

Bill and I discussed this with John Hayden (relay engineer) and he said that he was familiar with this issue and that powertrain had taken over this investigation.

I have three questions: How long does power need to drop-out before the engine will stall? What is being done about this and has dealers been made aware of this? Livonia Mazda was not aware of this situation. What can I do to make sure this doesn't happen again?


Karl Wojcik

Technical Specialist, Body E/E Subsystems
and Modules - Ford Motor Company Building 5, Cube 1D055

✉ (e-mail): kwojcik@ford.com

(Pager) 313 814-3378

☎ (phone/fax): 1 313 32-21619

 (alternate fax): 1 313 32-32923

From: Price, Martin (M.)
Sent: Wednesday, April 24, 2002 8:53 AM
To: Suarez, Rhae (R.)
Cc: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Albonian, Don (D.J.); Rothweller, Daniel (D.)
Subject: SSM 15589

Now that the TSB is out we can turn off the SSM right? Do you want the ISM revised?

Martin Price

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

From: Suarez, Rhae (R.)
Sent: Wednesday, April 24, 2002 8:56 AM
To: Price, Martin (M.)
Cc: Sanders, Muriel (M.S.); Dalbo, Bob (R.J.); Altoonian, Don (D.J.); Rothweiler, Daniel (D.)
Subject: RE: SSM 15589

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From: Sanders, Muriel (M.S.)
Sent: Wednesday, April 24, 2002 9:03 AM
To: Suarez, Rhae (R.); Price, Martin (M.)
Cc: Dalbo, Bob (R.J.); Altonian, Don (D.J.); Rothweiler, Daniel (D.)
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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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1700 Fairlane Dr, Allen Park, MI 48101

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Cc: Suarez, Rhae (R.); Rothweiler, Daniel (D.); Altoonian, Don (D.J.); Dalbo, Bob (R.J.)
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Thanks.

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KEEP	REMOVE	ADD
Disconnect & Inspect PCM harness for burned or bent pins	Inspect VMV for sticking, perform WDS EVAP test or Smoke test	Inspect DPFE sensor. If sensor is part # YF11-9J460-AD & does not have a white dot anywhere on housing, replace sensor with either a YF11-9J460-AD w/a white dot or 2F1E-9J469-AA (no dot required)
If stall is related to RFI (IE. Radio Tower/2-way radio), Replace MAF	Check IAC% (<38% w/no purge flow)	Verify that 12V is present @ KAM memory wire (pin # 55 on PCM)
Inspect C270B, C, C, C110, C133 for water intrusion/pin problems	Inspect IAC and Throttle body for carbon or sludge	Inspect CPS learn to insure no contact w/AC compressor pulley
Inspect G300, G100, remove battery tray and inspect G104/105, G101		Wiggle test all sensor wires while at idle

From: Price, Martin (M.)
Sent: Wednesday, April 24, 2002 10:47 AM
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Cc: Altoonlan, Don (D.J.); Dalbo, Bob (R.J.); Rothweiler, Daniel (D.); Suarez, Rhae (R.)
Subject: RE: SSM 15589

I don't believe we need to check KAM voltage, the PCM should set a DTC for it. If they have an old dp/a sensor can they just order the new part#? Why would we keep the old part# or is it just a stocking issue?

Marti Price

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Subject: RE: SSM 15589

For the DPPE, Kavlico temporarily produced the new design sensors with the old part number (Jan. 7, 2002- Feb 8, 2002). This was done to pull ahead the new design while waiting for the tooling change for the new part number. Unfortunately, the old stock was never purged so I really can't say what the dealers or PCSD have in stock. The white dot sensors and the new part number sensors are effectively the same.

The KAM voltage item I pulled off the checklist and Bob helped me word it better. I don't really know the history of that so I'm going to have to check with Bob or Don before I can answer. I'll let you know...

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