

**EA04-006**

**FORD**

**5/13/2005**

**ATTACHMENT J**

**BOOK 8 OF 11**

**PART 3 OF 4**

[REDACTED]

---

**From:** Kramer, Michael (M.T.)  
**Sent:** Tuesday, November 19, 2002 9:38 AM  
**To:** Guys, Philip (P.R.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); McDonagh, Scot (S.M.)  
**Subject:** FW: Tech Review Request

Info.

***The company that builds and delivers the best products wins!***

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT & OPD PT PMT (non-MCR)**

**Six Sigma Black Belt**

**Phone/fac:** (313) 594-2003

**Page:** (313) 201-8802 (beep); [chris@hp4.dearborn.ford.com](mailto:chris@hp4.dearborn.ford.com) (internal text); [mikram@ford.com](mailto:mikram@ford.com) (external text)

**Email:** [mikram1@ford.com](mailto:mikram1@ford.com) (internal); [mikram1@ford.com](mailto:mikram1@ford.com) (external)

---Original Message---

**From:** Hiding, Robert (R.J.)  
**Sent:** Tuesday, November 19, 2002 9:34 AM  
**To:** Mercer, Julie (J.A.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** Tech Review Request

Dear Julie,

Please schedule the following:

**Description:** 2002/03 F-SuperDuty & Excursion adjustable accelerator pedal

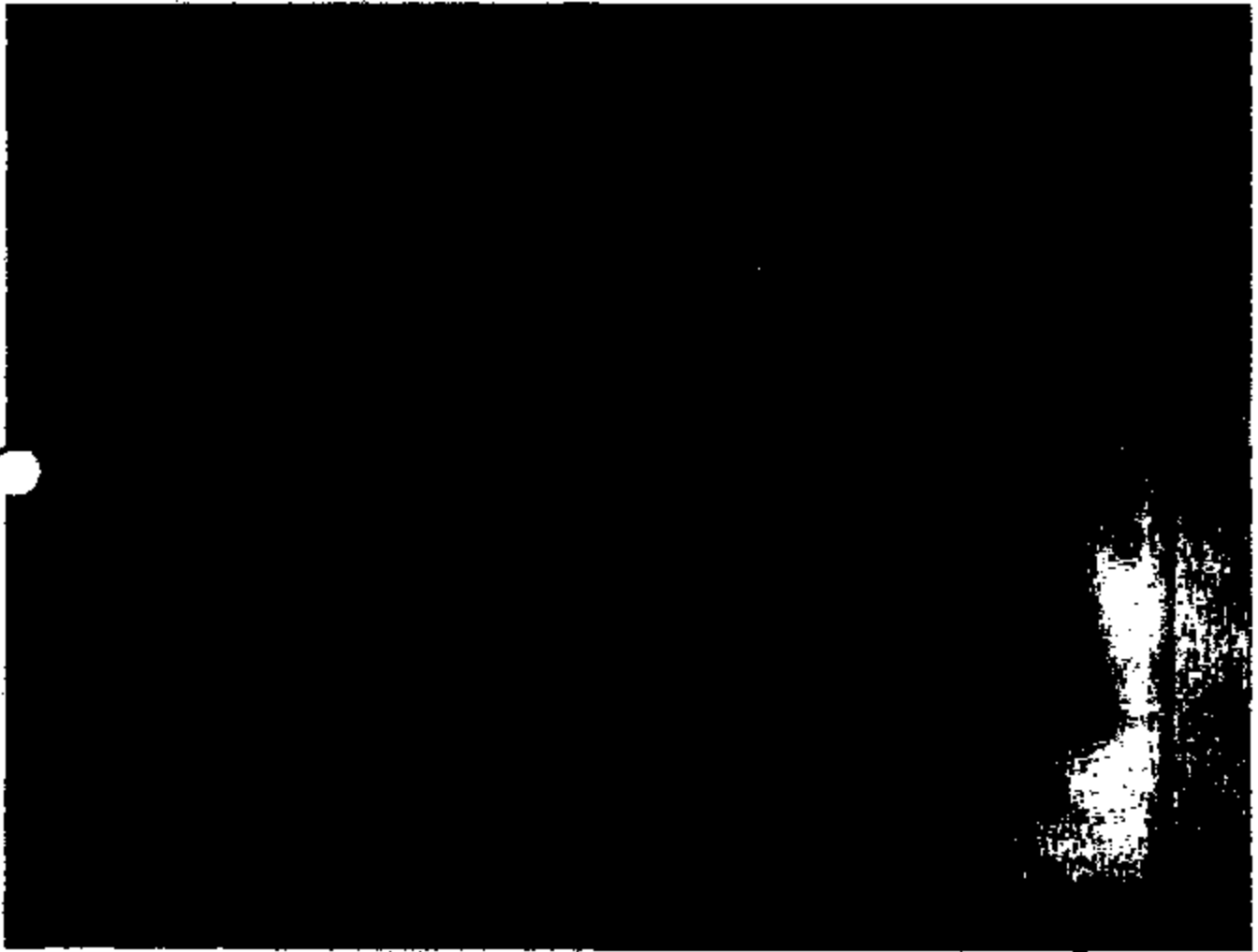
**Date:** December 5, 2002

**Time:** 10:00 -10:45 am

**Phone requested:**

**Supplier involvement:** yes

**Invitees:** Osborne, William (W.H.); Guys, Philip (P.R.); Beck, Mike (M.C.); Kramer, Michael (M.T.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); McDonagh, Scot (S.M.)



FE8-044 28384

From: Miers, Jerry [jmiers@WMCO.com]  
Sent: Thursday, September 13, 2001 2:08 PM  
To: McDonagh, Scot (S.M.); Jackson, Lawrence (L.W.); Pyle, Ken; Sillanpaa, Don  
Cc: Christensen, Jeff (J.S.); Patel, Sam (S.N.); West, Gregory (G.S.)  
Subject: RE: Williams Control

We have received the unit. The units is being analyzed at the present time. Early diagnostics indicated it is not relates to the low voltage issue. Will provide a preliminary 8d by 09/14/01.

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
Sent: Thursday, September 13, 2001 12:03 PM  
To: Jackson, Lawrence (L.W.); Miers, Jerry; Pyle, Ken; Sillanpaa, Don  
Cc: Christensen, Jeff (J.S.); Patel, Sam (S.N.); West, Gregory (G.S.)  
Subject: RE: Williams Control

No problem- Jeff and I are familiar with the issues.

Williams Control- FYI for next week's QRT. Please advise if additional information is needed.

Thank you,

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

> From: Jackson, Lawrence (L.W.)  
> Sent: Thursday, September 13, 2001 11:43 AM  
> To: McDonagh, Scot (S.M.)  
> Cc: Christensen, Jeff (J.S.)  
> Subject: Williams Control

> Scot, please add Williams Control to the QRT on 9/20/01. They should be prepared to address the failure of ser#: 0259598, mfg. dtd. 6/25/01. Please advise in the event you need my assistance with this issue.

From: Sillanpaa, Don [dsillanpaa@wmc.com]  
Sent: Thursday, September 27, 2001 3:42 PM  
To: McDonagh, Scot (S.M.)  
Subject: RE: Williams Control ETC Issues

Scot, can you get me a little more detail about your note, and the one Mark Klein sent? Are the issues with no AP response relative the Williams Controls pedals? If so, we haven't seen anything come back other than the one last week with the bad connectivity on the switch track. I think that was a 2002 truck.

Anyway, we also have not received any "deconstructed" pedal assemblies, i.e. service technicians taking the sensors apart to look at bad "switches." The switch circuit is designed for 12V, as it has been since we started production. We also passed over voltage testing last year during PV...

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
Sent: Thursday, September 27, 2001 12:38 PM  
To: Klein, Mark (M.A.); Christensen, Jeff (J.S.); Miers, Jerry;  
Sillanpaa, Don; Pyle, Ken; Williams, Brent (B.A.)  
Cc: Patel, Sam (S.N.)  
Subject: Williams Control ETC Issues

Gentleman- Please review the enclosed comments from Mark Klein at the Diesel Hotline and provide feedback. Mark may be giving us some insight on our recent ETC Pedal failures.

Thank you,

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

> From: Klein, Mark (M.A.)  
> Sent: Thursday, September 27, 2001 12:21 PM  
> To: McDonagh, Scot (S.M.)  
> Subject: RE: Hotline Input

>

> Scot,  
> On our concerns with the 2002 no AP response we have found that the Idle Validation part of the switch is burning out and we have had 2 different dealers that have repaired these concerns by installing a new pedal and instead of the 12v charging system voltage going to the Idle Validation part of the switch they install the 5v vehicle reference and they are fine and released to the customers. Both of these vehicle with the 12v at the Idle Validation switch would repeatedly have the switch go open as soon as they try to cancel the vehicle.

> Is the new Idle validation switch made to be a 12v switch or a 5v switch ?? We have noticed that the pcm will see as low as 3.5v and let the vehicle accelerate.

> The dealers have stated that if they take the switch apart they can see were it is burned out.

>

>

>

ENTIRE PAGE  
CONFIDENTIAL

---

From: Miers, Jerry [jmiers@WMCO.COM]  
Sent: Tuesday, July 24, 2001 3:00 PM  
To: Christensen, Jeff (J.S.)  
Subject: Robustness Changes (Ultrasonic Welding Timing)

Jeff,  
I believe there may have been some confusion in the direction and communication of the cost and timing of the above change, we are going to attempt to tie this to another running change of pedal efforts and pad. This was communicated to Greg West via our sales office.

The timing is available but the cost has not been determined specifically related to this change at this time.  
I will report on the as soon as it is available.

Overall timing is 20 weeks  
Details:  
Design Completion 1wk  
Tooling 9 wks  
Prototype Sensor Build 1 wk  
Prototype Pedal Assy Build 1wk  
Full DV/PV Testing 8 wks  
Ppap 1wk

If there are any question please call 941-727-5596 ext 16

**Shipp, Terri (T.L.)**

**From:** Liposky, Lawrence (L.J.)  
**Sent:** Monday, March 10, 2003 7:11 PM  
**To:** Shipp, Terri (T.L.)  
**Subject:** RE: Your pager was not working - FSA 03B03 has already had its letter sent out and is in the dealer data base.

Link does not give me access. I'll check my pager. It should be fine.

Larry Liposky  
Supervisor - Accelerator Controls  
Tough Truck / Outfitters  
Phone 24-81726  
Pager 796-0849

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

**From:** Shipp, Terri (T.L.)  
**Sent:** Monday, March 10, 2003 3:32 PM  
**To:** Liposky, Lawrence (L.J.)  
**Cc:** West, Gregory (G.S.)  
**Subject:** You pager was not working - FSA 03B03 has already had its letter sent out and is in the dealer data base.

You pager was not working - FSA 03B03 has already had its letter sent out and is in the dealer data base.

See: <http://service.tso.ford.com/tpscontent/USEN14/R03B031.HTM>

***Terri Shipp***

Ford Motor Company  
P/T Attributes and Standards Department  
NAE P/T Campaign Prevention Specialist  
(Phone) 313-33-73831 / (Fax) 313-62-16020  
(Pager) 313-785-1878  
Cube 1AF12, MD #3, FPC-A  
[tshipp@ford.com](mailto:tshipp@ford.com) <<mailto:tshipp@ford.com>>  
[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

---

**From:** Battusis, Paul (P.A.)  
**Sent:** Tuesday, October 30, 2001 9:37 AM  
**To:** 'Richard Plak (E-mail)'  
**Cc:** Eberhart, Daniel (D.G.); Ametangelo, Vincent (V.F.)  
**Subject:** RE: P0123 Assistance 7.3L

Rich, can you answer the 7.3L diesel P0123 question below (or send it to someone who can). I don't know the details of the strategy like you do, but it sounds like a repeatable problem.

Thanks!

*Paul Battusis*

Diagnostic Systems Dept. (E326), OBD Planning  
Cars & Advanced Powertrains Engineering  
POE Bldg. Mail Drop 25  
(313) 323-6604 office, (313) 323-6743 fax  
email: pbattus@ford.com

*Ford Motor Company*

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

**From:** Ametangelo, Vince (V.F.)  
**Sent:** Friday, October 26, 2001 12:27 PM  
**To:** Battusis, Paul (P.A.)  
**Cc:** Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123 Assistance 7.3L

Paul,

Can you help Dan on this?

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Friday, October 26, 2001 2:11 AM  
**To:** Ametangelo, Vince (V.F.)  
**Subject:** FW: P0123 Assistance 7.3L

Vince,

Can you tell me what sets a P0123 on a 2001 7.3L . I need to know the conditions required to set the code.

Thanks,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: deberha2@ford.com

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

**From:** McDermogh, Scot (S.M.)  
**Sent:** Wednesday, October 24, 2001 12:09 PM  
**To:** Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123 Assistance 7.3L



**Dan- Below is input from FCSD: I also forwarded to the ETC DGR Engineer and Diesel Calibration Engineering asking for their input....Stay tuned. Thanks.**

**Scot,**

**My first thought is that because we are talking about a drive by wire system, the PCM may see the quick W.O.T as a fault and drop RPM to idle. Send this to the pedal group.. I don't see an issue here other than abuse. I will also monitor for additional similar cases.**

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Wednesday, October 24, 2001 12:14 PM  
**To:** McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.)  
**Subject:** RE: P0123 Assistance 7.3L

Scot, Mark,

Here is the truck.

CSQ1002 CGIS Indicator Summary 10/24/01 11:59:41 1 of 1

Rpt#: 1IDG8028 NHL Rpt: 09/04/2001 Odom: 16,429 M  
Rvwrt: File: \_ Folder: \_ Images: 0 Print Smy/Disp Detail(P/D): \_  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP 3FTNW21F91M Bld: 03/01/2001  
Engine: 7.3L DI Calb: 1F71960A Trans: 4R100 D Axle: A/C: YES  
Dealer Id: 05965 Watson Quality Ford Ph#: (601) 966-7000  
State: Mississippi City: Jackson Orig/Caller: EDDIE GRIFFIN  
Symptom: 8 11 5 00 DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Add Sym: P0123 DEAD PEDAL St: CCRG/EPRIC: \_ Rvwrt: Dt:  
Fic Cause Comp: - Condition Code:  
Hotliner: AAYOTTE Phone: 313 317-9348 Regn Cd: 23 Memphis - 23  
Engineering: Phone: TAR:  
Dir Contact: Phone: Title Cde: T  
REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN. HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE  
RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPENING DURING NORMAL DRIVING  
ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123 SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

The Dealer Principal and Service Manager have been able to get this to happen on various other trucks. I thought it was normal because it was simulating an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how this guy is driving.

By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred

rpm, then drop to idle.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

From: McDonagh, Scott (S.M.)  
Sent: Wednesday, October 24, 2001 10:53 AM  
To: Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
Cc: Patel, Sam (S.M.)  
Subject: RE: P0123 Assistance 7.3L  
Importance: High

Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the Hotline and he would like you to contact him at 1-800-828-4694 or 313-317-9337 (Direct). What is the Model Year and vehicle Build date ?? This vehicle may have an ETC issue we have corrected for 2001 MY . Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shock Tower normally causing 12 volt input into 5 Volt circuit and toasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (6) trucks !! We will resolve. Thank you

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

From: Eberhart, Daniel (D.G.)  
Sent: Wednesday, October 24, 2001 11:43 AM  
To: McDonagh, Scott (S.M.)  
Subject: P0123 Assistance 7.3L

Scott,

I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

I have a customer at Watson Quality Ford (6130 166 N. Jackson MS 39211, P&A 06965) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 601-958-7000. Service Manager Kenny Strickland.

He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparently this is how he drives. He says that it will happen from a stop or while accelerating for passing.

This customer works for a construction company that is planning on purchasing 6 Super Duty trucks in the next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

I need to know what conditions will set a P0129 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the paramaters for the code to set.

Thanks for your help.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

**[REDACTED]**

**From:** McDonagh, Scot (S.M.)  
**Sent:** Monday, October 29, 2001 8:20 AM  
**To:** Kromberg, Arnold (A.W.); Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
**Subject:** RE: P0123 Assistance 7.3L

**Thanks Arnold-**

**Dan- Please advise if Customer concern has been corrected.**

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

**From:** Kromberg, Arnold (A.W.)  
**Sent:** Monday, October 29, 2001 8:06 AM  
**To:** McDonagh, Scot (S.M.); Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123 Assistance 7.3L

We haven't seen any problems of this sort through our development. I'm sure it has already been checked, but possible connection issue at the pedal sensor comes to mind. Possible maybe that there is some "flex" or side load type of thing going on ?

The criteria to set a P0123 is as follows; the PCM looks at the voltage from the AP signal circuit on pin 69. If sensor voltage is > 4.5V, for >.2 seconds then the P0123 is set. An open in the signal circuit or an open in the AP ground (pin 24) circuit would also cause this type of voltage condition.

The PID for AP can be monitored with the NGS or WDS if you want to look at what the pedal sensor is reading.

Regards,

**Arnold Kromberg**

PTSE - Diesel Powertrain Calibration  
Ph: 313-248-9289 Fax: 313-337-1712 Pager: 888-442-0255  
E-Mail: akromber@ford.com

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, October 24, 2001 12:42 PM  
**To:** Kromberg, Arnold (A.W.)  
**Subject:** FW: P0123 Assistance 7.3L

**Hi Arnold- What do you think ?? Have you experienced this before ??**

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Wednesday, October 24, 2001 12:14 PM  
**To:** McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
**Cc:** Patel, Sanj (S.N.)  
**Subject:** RE: P0123 Assistance 7.3L

Scot, Mark,

Here is the truck.

Rpt#: 11DG8028 NHL Rpt: 09/04/2001 Odom: 16,429 M  
 Rvw: File: Folder: Images: 0 Print Smy/Disp Data(P/D):  
 Vehicle: 2001 F250 4X4, CRW CAB, PICKUP 3FTNW/21F91 Bld: 09/01/2001  
 Engine: 7.3L DI Calb: 1F71980A Trans: 4R100 D Axle: A/C: YES  
 Dealer Id: 05965 Watson Quality Ford Ph#: (601) 856-7000  
 State: Mississippi City: Jackson Orig/Caller: EDDIE GRIFFIN  
 Symptom: 6 11 5 00 DRVABL\_HES/STUMBLE\_ACCELERATION\_OTHER-CODE NA  
 Addl Sym: P0123 DEAD PEDAL. St: CCRG/EPRC: Rvw: Dt:  
 Fix Caus. Comp: Condition Code:  
 Hotliner: AAYOTTE Phone: 313 317-9348 Regn Cd: 23 Memphis - 23  
 Engineering: Phone: TAR:  
 Dir Contact: Phone: Title Cde: T

REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN. HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE

RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPEN

NG DURING NORMAL DRIVING

ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS INSPECTED VEHICLE. COMPARED TO LIKE WHEN STOMPING AP TO FLOOR, P0123 SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

The Dealer Principal and Service Manager have been able to get this to happen on various other trucks. I thought it was normal because it was simulating an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how this guy is driving.

By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred rpm, then drop to idle.

Regards,

Dan Eberhart  
 Customer Service Engineer  
 Market area C3 - Southern Mississippi  
 Ford Customer Service Division - Memphis Region  
 Phone: 901-753-3032  
 Email: deberha2@ford.com

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

From: McDonagh, Scott (S.M.)  
 Sent: Wednesday, October 24, 2001 10:53 AM  
 To: Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
 Cc: Feld, Sara (S.N.)  
 Subject: RE: P0123 Assistance 7.3.  
 Importance: High

Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the Hotline and he would like you to contact him at 1-800-826-4694 or 313-317-9337

(Direct). What is the Model Year and vehicle Build date ?? This vehicle may have an ETC issue we have corrected for 2001 MY . Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shock Tower normally causing 12 volt input into 5 Volt circuit and toasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (G) trucks !! We will resolve. Thank you

-----Original Message-----  
From: Eberhart, Daniel (D.G.)  
Sent: Wednesday, October 24, 2001 11:43 AM  
To: McDonagh, Scott (S.M.)  
Subject: P0123 Assistance 7.3L

Scot,

I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

I have a customer at Watson Quality Ford (6130 I55 N. Jackson MS 39211, P&A 05665) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 601-956-7000. Service Manager Kenny Strickland.

He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparently this is how he drives. He says that it will happen from a stop or while accelerating for passing.

This customer works for a construction company that is planning on purchasing 8 Super Duty trucks in the next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

I need to know what conditions will set a P0123 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the parameters for the code to set.

Thanks for your help.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

**From:** Kromberg, Arnold (A.W.)  
**Sent:** Monday, October 29, 2001 8:06 AM  
**To:** McDonagh, Scot (S.M.); Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123 Assistance 7.3L

We haven't seen any problems of this sort through our development. I'm sure it has already been checked, but possible connection issue at the pedal sensor comes to mind. Possible maybe that there is some "flex" or side load type of thing going on ?

The criteria to set a P0123 is as follows; the PCM looks at the voltage from the AP signal circuit on pin 88. If sensor voltage is > 4.5V, for >.2 seconds then the P0123 is set. An open in the signal circuit or an open in the AP ground (pin 24) circuit would also cause this type of voltage condition.

The PID for AP can be monitored with the NGS or WDS if you want to look at what the pedal sensor is reading.

Regards,

**Arnold Kromberg**

PTSE - Diesel Powertrain Calibration  
Ph: 313-248-9289 Fax: 313-337-1712 Pager: 888-442-0256  
E-Mail: akromber@ford.com

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, October 24, 2001 12:42 PM  
**To:** Kromberg, Arnold (A.W.)  
**Subject:** FW: P0123 Assistance 7.3L

**Hi Arnold- What do you think ?? Have you experienced this before ??**

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Wednesday, October 24, 2001 12:14 PM  
**To:** McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
**CC:** Palm, Steve (S.M.)  
**Subject:** RE: P0123 Assistance 7.3L

Scot, Mark,

Here is the truck.

CSQI002                      CGIS Indicator Summary                      10/24/01 11:59:41

1 of 1

Rpt#: 1IDG8028 NHL                      Rpt: 09/04/2001 Odom: 18,429 M  
Rvwrd: File: \_ Folder: \_                      Images: 0 Print Smy/Disp Detail(P/D): \_  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP                      3FTNW21F91M                      Bkt: 03/01/2001  
Engine: 7.3L DI                      Calt: 1F718S0A                      Trans: 4R100 D                      A/c: YES  
Dealer Id: 05965                      Watson Quality Ford                      Ph#: (801) 958-7000  
State: Mississippi                      City: Jackson                      Orig/Caller: EDDIE GRIFFIN  
Symptom: 8 11 5 00                      DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Add Sym: P0123 DEAD PEDAL.                      St: CCRG/EPRC: \_                      Rvwrd: Dt:  
Fbx: Caus. Comp:                      -                      Condition Code:  
Hotline: AAYOTTE                      Phone: 313 317-9348                      Regn Cd: 23                      Memphis - 23

Engineering:  
Dir Contact:

Phone:  
Phone:

TAR:  
Title Cde: T

REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN. HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPENI

NG DURING NORMAL DRIVING

ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123 SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

The Dealer Prindpal and Service Manager have been able to get this to happen on various other trucks. I thought it was normal because it was simulating an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how this guy is driving.

By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred rpm, then drop to idle.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

---Original Message---

From: McDonagh, Scott (S.M.)  
Sent: Wednesday, October 24, 2001 10:53 AM  
To: Eberhart, Daniel (D.S.); Klein, Mark (M.A.)  
Cc: Pabel, Sam (S.M.)  
Subject: RE: P0123 Assistance 7.3L  
Importance: High

Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the Hotline and he would like you to contact him at 1-800-826-4694 or 313-317-9337 (Direct). What is the Model Year and vehicle Build date ?? This vehicle may have an ETC issue we have corrected for 2001 MY . Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shock Tower normally causing 12 volt input into 5 Volt circuit and toasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (6) trucks !! We will resolve. Thank you



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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Wednesday, October 24, 2001 11:43 AM  
**To:** McDonagh, Scot (S.M.)  
**Subject:** P0123 Assistance 7.3L

Scot,

I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

I have a customer at Watson Quality Ford (8130 155 N. Jackson MS 39211, P&A 05985) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 601-956-7000. Service Manager Kenny Strickland.

He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparently this is how he drives. He says that it will happen from a stop or while accelerating for passing.

This customer works for a construction company that is planning on purchasing 6 Super Duty trucks in the next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

I need to know what conditions will set a P0123 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the parameters for the code to set.

Thanks for your help.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

~~CONFIDENTIAL~~

**From:** Amatangelo, Vince (V.F.)  
**Sent:** Friday, October 26, 2001 12:27 PM  
**To:** Baltusis, Paul (P.A.)  
**Cc:** Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123 Assistance 7.3L

Pau,

Can you help Dan on this?

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Friday, October 26, 2001 2:11 AM  
**To:** Amatangelo, Vince (V.F.)  
**Subject:** FW: P0123 Assistance 7.3L

Vince,

Can you tell me what sets a P0123 on a 2001 7.3L . I need to know the conditions required to set the code.

Thanks,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

**From:** McDonough, Scot (S.M.)  
**Sent:** Wednesday, October 24, 2001 12:09 PM  
**To:** Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123 Assistance 7.3L

**Can- Below is input from FCSD: I also forwarded to the ETC O&R Engineer and Diesel Calibration Engineering asking for their input...Stay tuned. Thanks.**

**Scot,**

My first thought is that because we are talking about a drive by wire system, the PCM may see the quick W.O.T as a fault and drop RPM to idle. Send this to the pedal group. I don't see an issue here other than abuse. I will also monitor for additional similar cases.

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Wednesday, October 24, 2001 12:14 PM  
**To:** McDonough, Scot (S.M.); Kohn, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.)  
**Subject:** RE: P0123 Assistance 7.3L

Scot, Mark,

Here is the truck.

8-10-01

CSQI002 CQIS Indicator Summary 10/24/01 11:59:41

1 of 1

Rpt#: 1IDG8028 NHL Rpt: 09/04/2001 Odom: 16,428 M  
Rvw: File: Folder: Images: 0 Print Smy/Disp Detai(P/D):  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP 3FTNW21F91M Bid: 03/01/2001  
Engine: 7.3L DI Calb: 1F719S0A Trans: 4R100 D Axle: A/C: YES  
Dealer Id: 05985 Watson Quality Ford Ph#: (801) 956-7000  
State: Mississippi City: Jackson Orig/Caller: EDDIE GRIFFIN  
Symptom: 8 11 5 00 DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Add Sym: P0123 DEAD PEDAL St: CCRG/EPRC: Rvw: Dt:  
Ftc: Caus. Comp: -- Condition Code:  
Hotliner: AAYOTTE Phone: 313 317-9348 Regn Ctr: 23 Memphis - 23  
Engineering: Phone: TAR:  
Dir Contact: Phone: Title Cde: T

REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN. HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPENING DURING NORMAL DRIVING  
ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123 SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

The Dealer Principal and Service Manager have been able to get this to happen on various other trucks. I though it was normal because it was simufalling an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how this guy is driving.

By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a vew hundred rpm, then drop to idle.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3082  
Email: debeha2@ford.com

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

From: McDonagh, Scott (S.M.)  
Sent: Wednesday, October 24, 2001 10:53 AM  
To: Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
Cc: Patel, Sam (S.N.)  
Subject: RE: P0123 Assistance 7.3L  
Importance: High

Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the

ENTIRE PAGE  
CONFIDENTIAL

Hedine and he would like you to contact him at 1-800-826-4894 or 313-317-9337 (Direct). What is the Model Year and vehicle Build date ?? This vehicle may have an ETC issue we have corrected for 2001 MY . Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shock Tower normally causing 12 volt input into 5 Volt circuit and toasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (6) trucks !! We will resolve. Thank you

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

From: Eberhart, Daniel (D.G.)  
Sent: Wednesday, October 24, 2001 11:43 AM  
To: McDonagh, Scott (S.M.)  
Subject: P0123 Assistance 7.3L

Scott,

I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

I have a customer at Watson Quality Ford (8130 I55 N. Jackson MS 39211, P&A 05965) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 601-966-7000. Service Manager Kenny Strickland.

He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparently this is how he drives. He says that it will happen from a stop or while accelerating for passing.

This customer works for a construction company that is planning on purchasing 6 Super Duty trucks in the next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

I need to know what conditions will set a P0123 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the parameters for the code to set.

Thanks for your help.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

**From:** Sillanpaa, Don (dsillanpaa@wmc.com)  
**Sent:** Friday, October 26, 2001 8:48 AM  
**To:** McDonagh, Scot (S.M.)  
**Cc:** Greg West (E-mail); Miers, Jerry; 'christ8@ford.com'  
**Subject:** RE: P0123 Assistance 7.3L

We are still getting pedals back with the "burned up" IVS circuit. We have another case of two pedals being returned for the same issue on the same truck, as well. Has anyone issued an SSM to the service body that instructs them to look for a short circuit prior to replacing affected electrical components?

Regards,  
Don Sillanpaa  
Product Engineer, Williams Controls Technology Center  
phone: (941) 351-9118, extension 31  
fax: (941) 351-3829  
e-mail: dsillanpaa@wmc.com

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

**From:** McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
**Sent:** Friday, October 26, 2001 8:27 AM  
**To:** Eberhart, Daniel (D.G.); West, Gregory (G.S.); Miers, Jerry; Pyle, Ken; Sillanpaa, Don  
**Cc:** Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Patel, Sam (S.W.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

Thanks Dan- The Dealer should be returning the failed units to WPRC.

Williams Control- Have you received additional ETC failures via WPRC lately ?? The KTP Early Warranty Pareto's for this week reflect a total of (33) claims. We need to verify that these are Shock Tower wire pinch/12 volt into 5 volt circuit failures. Please advise. Thank you.

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Friday, October 26, 2001 1:35 AM  
**To:** McDonagh, Scot (S.M.); West, Gregory (G.S.)  
**Subject:** RE: P0123 Assistance 7.3L

Scot,

I will find out what happened to the two pedal assy's. It has been a while, so they may be gone now.

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, October 24, 2001 2:36 PM  
**To:** West, Gregory (G.S.); Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123 Assistance 7.3L

Thanks Greg-

Dan- FYI from Williams Control on possible root-cause. Are the (2) failed pedals being returned ??

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

From: West, Gregory (G.S.)  
Sent: Wednesday, October 24, 2001 3:27 PM  
To: McDonagh, Scot (S.M.)  
Subject: FW: P0123 Assistance 7.3L

Scot, I went to Don for advice on this one. Here is his thoughts.

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

From: Sillanpaa, Don [mailto:dsillanpaa@wmco.com]  
Sent: Wednesday, October 24, 2001 2:17 PM  
To: 'West, Gregory (G.S.)'  
Cc: 'akromber@ford.com'  
Subject: RE: P0123 Assistance 7.3L

It seems from the technician's comments and those of the CSE, "By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred rpm, then drop to idle," that this condition might be due to either the pedal or the truck.

Repeated overloading of the pedal assy (we test overload to meet ES, but maybe not as many times as could occur in almost 6000 miles of this type of driving) could possibly cause something like this if the loading is pulling the connector loose from the pedal or physically damaging the sensor. Maybe, the wide open throttle stop on the bracket has been damaged by the loading, or even the dash panel is deflected. Maybe, the loading is causing deflection of the bracket, twisting the sensor and changing the rotor position relative to the resistive circuit.

Since the CSE's comments indicate the pedals been replaced two times, and the condition does not go away, maybe it is the connection to the pedal?

We should have either seen this pedal returned (or both) or should get it soon from that dealer. P0123 is a very rare code to set. I don't believe the driver could accelerate the pedal to WOT faster than the computer can read the change in pedal output.

I'm copying this reply to Arnold Kronberg in Diesel Diagnostics.

Regards,

Don Sillanpaa  
Product Engineer, Williams Controls Technology Center  
phone: (941) 351-9118, extension 31  
fax: (941) 351-3829  
e-mail: dsillanpaa@wmco.com

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

From: West, Gregory (G.S.) [mailto:gwest2@ford.com]  
Sent: Wednesday, October 24, 2001 1:44 PM  
To: Sillanpaa, Don  
Subject: FW: P0123 Assistance 7.3L

FE03-044 38823



03/01/2001

> Engine: 7.3L DI Calb: 1F719S0A Trans: 4R100 D Axle: XXXXXXXXXX  
> A/C: YES  
> Dealer Id: 05965 Watson Quality Ford Ph#: (601) 956-7000

> State: Mississippi City: Jackson Orig/Caller: EDDIE GRIFFIN

> Symptom: 6 11 5 00 DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA

> Addl Sym: P0123 DEAD PEDAL. St: CCRG/EPRC: \_ Rvwd: Dt:

> Fix: Caus. Comp: -- Condition  
Code;

> Hotliner: AAYOTTE Phone: 313 317-9348 Regn Cd: 23 Memphis - 23

> Engineering: Phone: TAR:

> Dir Contact: Phone: Title

Cde: T

> REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR

> AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN.

> HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE

> RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPENI

> NG DURING NORMAL DRIVING

> ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG -  
MEMPHIS

> INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR,

P0123

> SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO

FURTHER

> REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I

> COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT

> HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

> The Dealer Principal and Service Manager have been able to get this to happen on various other trucks. I thought it was normal because it was simulating an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how this guy is driving.

> By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred rpm, then drop to idle.

> Regards,

>

> Dan Eberhart

> Customer Service Engineer

> Market area C3 - Southern Mississippi

> Ford Customer Service Division - Memphis Region

FEB2-044 20005



> Phone: 901-753-3032  
> Email: deberha2@ford.com

~~CONFIDENTIAL~~

>  
> -----Original Message-----  
> From: McDonagh, Scot (S.M.)  
> Sent: Wednesday, October 24, 2001 10:53 AM  
> To: Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
> Cc: Patel, Sam (S.N.)  
> Subject: RE: P0123 Assistance 7.3L  
> Importance: High

>  
> Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the Hotline and he would like you to contact him at 1-800-826-4694 or 313-317-9337(Direct). What is the Model Year and vehicle Build date ?? This vehicle may have an ETC issue we have corrected for 2001 MY. Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shock Tower normally causing 12 volt input into 5 Volt circuit and toasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (6) trucks !! We will resolve. Thank you

>  
> -----Original Message-----  
> From: Eberhart, Daniel (D.G.)  
> Sent: Wednesday, October 24, 2001 11:43 AM  
> To: McDonagh, Scot (S.M.)  
> Subject: P0123 Assistance 7.3L

>  
> Scot,

> I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

>  
> I have a customer at Watson Quality Ford (6130 I55 N. Jackson MS 39211, P&A 05965) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 601-956-7000. Service Manager Kenny Strickland.

> He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparently this is how he drives. He says that it will happen from a stop or while accelerating for passing.

> This customer works for a construction company that is planning on purchasing 6 Super Duty trucks in the next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

> I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

> I need to know what conditions will set a P0123 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the parameters for the code to set.

> Thanks for your help.

> Regards,

PE83-844 30826

> Dan Eberhart  
> Customer Service Engineer  
> Market area C3 - Southern Mississippi  
> Ford Customer Service Division - Memphis Region  
> Phone: 901-753-3032  
> Email: [deberha2@ford.com](mailto:deberha2@ford.com)

>  
>  
>

Comparison Between H 215 and U 137 Accelerator Pedal

H 215 Pedal (Caterpillar)	P 131 (M.D) / H 215 Pedal (Robert Shaw Sensor)	U 137 Pedal
PWM signal	Analog signal	Analog signal
Single Track with no IV switch	Single Track and IV switch	Single Track and IV switch
Printed circuit Board (Caterpillar ink)	Kempton flex strip resistive element.	Printed circuit Board (Wabash ink)
Bolt on sensor.	Bolt on sensor.	Sensor is integrated in the accelerator pedal. Laser trimming allows to reduce variation due to tolerance stack-up in the pedal.
Satellite drive sensor with 72° of sensor rotation for 16.4° of lever arm rotation.	Satellite drive sensor with 79.5° of sensor rotation for 16.4° of lever arm rotation.	Direct drive sensor rotates 18.4°, same as the lever arm.
Big tolerance stack-up due to satellite drive mechanism.	Big tolerance stack-up due to satellite drive mechanism.	Less stack-up due to tolerance build up because of direct drive mechanism.
No IV switch	IV Switch is out side of sensor, which adds to the stack up.	IV switch on sensor circuit board.

~~CONFIDENTIAL~~

---

From: Sillanpaa, Don [dsillanpaa@WMCO.com]  
Sent: Tuesday, May 29, 2001 11:56 AM  
To: McDonagh, Scot (S.M.)  
Cc: Pyle, Ken; Miers, Jerry  
Subject: RE: ETC Quality

Scot, I'll be at KTP tomorrow afternoon through the QRT meeting on Thursday. I'll be looking for anything that may be contributing to our issue. I wouldn't call the witness mark anything like a "root cause," it MAY be a contributor. The folks at KTP are pretty certain the mark is caused by the socket on the air gun. We'll be doing some more evaluations/experiments this afternoon at our plant.

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@Ford.com]  
Sent: Tuesday, May 29, 2001 11:39 AM  
To: Miers, Jerry; Pyle, Ken; Sillanpaa, Don  
Cc: Patel, Sam (S.N.); Christensen, Jeff (J.S.)  
Subject: ETC Quality  
Importance: High

QRT Reminder: Have you determined root-cause for the "Witness-Mark" failures ?? Are they KTP Manufacturing related ?? Is Williams Control Engineering needed at ETP to review trim line assembly processes ?? Please advise.

Thank you,

Scot G. McDonagh  
O/8500# F-Series/Excursion  
Powertrain Quality Leader  
Phone-(313)337-8091  
Pager-(313)796-9663  
Fax-(313)248-9333  
mailto:smcdonag@ford.com

**Page, Michael (MLA)**

**From:** Ryan, Emmett (E.C.)  
**Sent:** Saturday, July 25, 2000 1:40 PM  
**To:** Page, Michael (MLA)  
**Cc:** Frankel, Eli (E.); Sillanpaa, Don (D.C.)  
**Subject:** FW: Williams Control- P131 Program

Attached is file "200007240838E.Viait". The Williams Control Site in Sarasota does not have any Production Workers at this time. The Managers, Engineers, and Technicians are running the parts being sent to Ford. The Quality Planning Documents (DVP-FMEAs, Control Plans) are well done. The ES Test Results have to be re-done from the Williams Control Form with results only (Assumes that the reader knows what the specifications are) to the AIAG forms that require the specification be provided. Ford Product Engineer, Don Sillanpaa was with me and he will be revising the Engineering Drawing to remove some ambiguity between the ES and the notes on the drawing.

If you learn of any issues, please advise me as soon as possible. I think this (Non Q1) site should be revisited as soon as the ramp-up volumes will require Williams Controls to hire a Production Work Force. Review should include:

1. Revised wording of Notes on Engineering Drawing.
2. Review of rewrite of Engineering Specification Test Results completed as of 7-25-00 for PPAP approved.
3. Review of SPC if Williams Controls and Ford Engineering decide on Significant Characteristics (There are none at this time, but there is a 100% Functional Test that the Pedal will return to Idle Position- DFMEA has severity rating = 10). I recommended that Williams Control keep a Percent Defective (p-chart).

200007240838E.Viait..

.doc

**Emmett C. Ryan, Chassis STA**

Phone: 313-323-1290, Fax: 313-594-4783.

E-Mail: [eryan@ford.com](mailto:eryan@ford.com)

Quality, Manufacturing &amp; Purchasing (QMP),

17101 Rotunda Drive, Room 144,

Mail Drop 610, Dearborn, MI 48121

**-----Original Message-----**

**From:** Ryan, Emmett (E.C.)  
**Sent:** Saturday, July 15, 2000 11:21 AM  
**To:** Page, Michael (MLA)  
**Subject:** RE: Williams Control- P131 Program

I will be at Williams Controls, 0883E, 2420 Trailmate Dr, Sarasota, FL on 7/24-25/00, Monday-Tuesday, for Run@Rate.

P131 Electronic Pedal and Sensor Assembly. Don will be there Tuesday, 7-25-00, with me and then he will stay longer. Don is working to update DFMEA, while Debbie Davis, Williams Controls Quality Engineer, and I update PFMEA and Control Plan. Williams Control, Don Sillanpaa, and I have agreed: 1. Full ES PV Testing was done with 65+ parts built at Production Equipment at Machine Builder. All these parts will be scrapped when testing completed. ES has STA Concurrence. 2. Mini-PV will be conducted with parts from the 300 piece PPAP/Run@Rate.

**Emmett C. Ryan, Chassis STA**

Phone: 313-323-1290, Fax: 313-594-4783.

E-Mail: [eryan@ford.com](mailto:eryan@ford.com)

Quality, Manufacturing &amp; Purchasing (QMP),

17101 Rotunda Drive, Room 144,  
Mail Drop 810, Dearborn, MI 48121

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

From: Page, Michael (M.A.)  
Sent: Friday, May 24, 2000 2:21 PM  
To: Ryan, Emmett (E.C.); Baswell, Garth (G.V.)  
Cc: Engler, Dan (D.K.); Sillanpaa, Don (D.C.); Williams Jr., James (J.P.); thomaswed@wmc.com  
Subject: RE: Williams Control- P131 Program

Good work, Guys...Please keep me posted. Appreciate the help.

Sincerely;

**Michael A. Page**

STA Resident Eng., KTP  
Phone: 502-429-2779; Fax 2983;  
Pager: 888-417-5392

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

From: Ryan, Emmett (E.C.)  
Sent: Wednesday, May 24, 2000 3:23 PM  
To: Page, Michael (M.A.); Baswell, Garth (G.V.)  
Cc: Engler, Dan (D.K.); Sillanpaa, Don (D.C.); Williams Jr., James (J.P.); thomaswed@wmc.com  
Subject: Williams Control- P131 Program

Mike - Per our phone conversation on Tuesday, 5-22-00.

Dan Engler and I attended Meeting in TVC on 5-22-00 with: Jim Williams, Don Sillanpaa, and Drew Homzvec (Williams Control).

Focus on why the 1PP parts were delivered one week late. Williams Control had mis-communication for MY2001 1PP build parts and MY2002 CP build parts at their plant.

Jim Williams has scheduled Williams Control to meet with him every Monday, 11:00am until further notice.

Williams Control has scheduled Process Capability Studies to start 5-25-00.

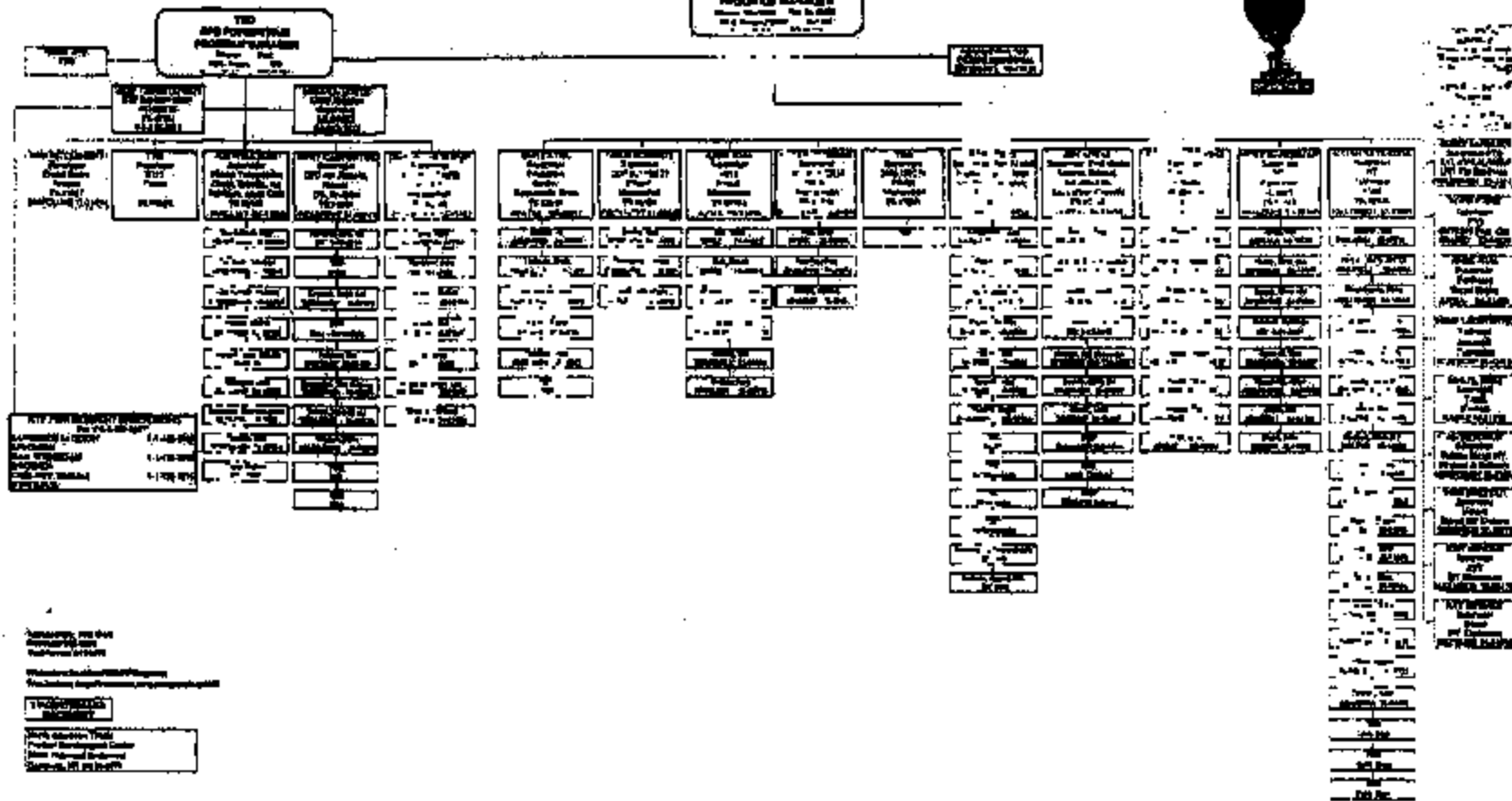
Williams Control to provide Dates of PPAP's for all Components, Inventory of all components, and Updated Safe Launch Plan for fully functional parts to meet 1000/day Requirements.

**Emmett C. Ryan, Chase's STA**

Phone: 313-323-1890, Fax 313-584-4783,  
E-Mail: eryan@ford.com  
Quality, Manufacturing & Purchasing (QMP),  
17101 Rotunda Drive, Room 144,  
Mail Drop 810, Dearborn, MI 48121

POWERTRAIN SYSTEMS ENGINEERING  
for OSEB01 Super Duty F-Series/Excursion

Rev. 01/2004  
OCEAN COUNTY  
PROGRAM MANAGER  
Name: [Redacted] Title: [Redacted]  
[Redacted]



Copyright © 2004  
All rights reserved.  
This document is the property of  
Ford Motor Company.  
No part of this document may be  
reproduced or transmitted in any  
form or by any means electronic or  
mechanical, including photocopying,  
recording, or by any information  
storage and retrieval system, without  
written permission from Ford Motor  
Company.





**Shipp, Terri (T.L.)**

**From:** Gielegan, Tom (T.A.)  
**Sent:** Friday, February 27, 2004 10:01 PM  
**To:** Shipp, Terri (T.L.)  
**Subject:** RE: 2003 North American Field Service Action Summary - through December 2003

Terri - Great chart! We will need the CAPE numbers specific to the business objectives for the monthly reporting.

*Tom Gielegan*

Manager, Powertrain Attributes & Standards  
NAE-CAPE, FPC-A, MD #3, Office 1AE12  
Phone: 313-31-74799  
FAX: 313-82-16020  
TGIELEGH@ford.com

---Original Message---

**From:** Shipp, Terri (T.L.)  
**Sent:** Wednesday, February 25, 2004 9:07 AM  
**To:** Gielegan, Tom (T.A.)  
**Subject:** 2003 North American Field Service Action Summary - through December 2003

Tom,

Below is the complete Field Service Action Report for the 2003 CY. I thought I would bring to your attention the number of CAPE/PTSE/Diesel/SVT FSA.

<< File: 2003\_FSAs\_NA\_FRCApproved\_Thru Dec fnf2.xls >>

The numbers below are greater than the Dashboard numbers because the Dashboard include CAPE issues only.

Total number of FSA in 2003 CY: 43

Total number of CAPE/PTSE/Diesel/SVT FSA in 2003 CY: 18 (~42%)

Accelerator Control FSA: 2

- 03B03 - Adjustable Accelerator Pedal Sensor
- 03S03 - Speed Control Cable

Engine Calibration: 4

- 03E02 - Focus SVT R11 Service Calibration (SVT issue with Release Process in Europe)
- 03B04 - 4.6L Cold No-Start Due to Calibration Error
- 03B05 - FICM & PCM Cold Start Calibration Update (Diesel issue)
- 03T02 - Powertrain Control Module Reflash (Diesel Issue)

Engine OBDII Calibration: 2

- 03E03 - 6.0L Superduty OBDII CAN Protocol
- 03E06 - Evaporative System Monitor

Exhaust: 1

- 03E01 - Service Catalyst

Labels: 8

- 03E04 - Non-California Vehicle with California VECI Labels (International Diesel Issue)
- 03L12 - 8.0L Engine Emission Control Information Label (International Diesel Issue)
- 03L14 - EVAP Label with incorrect vacuum diagram
- 03L15 - Industrial Engine Emission Label (Power Products Engine only)
- 03L16 - Incorrect VECI Label & SMOG Graphic (Unclear with activity owns SMOG Label)
- 03L17 - SMOG Index Label (Unclear with activity owns SMOG Label)

Fuel: 3

- 03S08 - Crown Vic NGV Fuel Tank
- 03E05 - EVAP Canister Fresh Air Hose
- 03N01 - Fuel Delivery Module

Please let me know if you have any questions.

*Terri Shipp*

Ford Motor Company  
P/T Attributes and Standards Department  
NAE P/T Campaign Prevention Specialist  
(Phone) 313-33-73831 / (Fax) 313-82-18020  
(Pager) 313-785-1878  
Cube 1AF12, MD #3, FPC-A  
[tshipp@ford.com](mailto:tshipp@ford.com) <<mailto:tshipp@ford.com>>  
[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

**Karbousky Sr., Robert (R.J.)**

**From:** Rosson, Joel (J.L.)  
**Sent:** Thursday, October 23, 2003 11:03 PM  
**To:** Ryba, Greg (G.R.); Judson, Roger (R.)  
**Cc:** Pana, Hugo (H.A.); Quincey, John (J.W.); McDonagh, Scot (S.M.); Alderton, Jim (J.D.); Malik, Wesley (W.K.); Alrington, Connie (C.G.); Rosson, Joel (J.L.)  
**Subject:** RE: 6.0L diesel info - McRae Ford—Update—1FTNW21P73EB35334

Greg,

I was at the dealer on Tuesday afternoon and the dead pedal issue occurred on me two times and made two different recordings using WDS. I decided to send recordings to hotline Diesel group to review and evaluate what I was looking at when the concern happened. After reviewing the recordings I noticed that the 5 volt reference PID for ICP/MAP/VREF all had a sine ripple graph when concern happened. The voltage never fell below 4.5 volts after reviewing and enlarging the select PIDs; However concern followed the ripple and when concern regain power the graph flat line and had even voltage again. So I decided to make some contacts on this issue and see what could be causing this concern to happen so intermittently. I e-mailed Katan at the Hotline and he sent me some suggestions back and that's where I inspected the harness/Map sensor per note below.

Today had some interesting findings after inspecting the Map Sensor for correct part number and engine compartment wiring harness for any chafed wires or loose connectors. No wire issues found during the inspection on this 6.0L unit; However, after driving the unit several times noticed that the accelerator pedal reaction was not as reactive/responsive as the R-16 trucks that I have been driving after the reflash. So I decided to check Mode 9 data using WDS to see what calibration ID's were listed for each module during the last reprogram(R16). After closely looking at Mode 9 data(PCM, TCM, FICM) it matched the current release data for F250/350 Automatic Transmission(Federal Emissions) per 6.0L Calibration chart on powerstroke central website. So I decided to try and reprogram PCM again and guess what the screen came up and said there was a later calibration available 3U7A-12A850-FTA, so I touched the check mark to reprogram PCM and it performed the erase procedure and reprogrammed PCM and the TCM and did not reprogram the FICM. After finishing the reprogram I started the truck and accelerator pedal was much more responsive than before. I called Kenny(GSM)out and all I asked him to see if noticed anything different and his first words was, the pedal is more responsive than ever. I then decided to recheck Mode 9 data and it was the same as before starting the reprogram procedure. The technician did mention that the WDS had 27.9 loaded when he performed the updated. I also noticed that the dealer still was using the long cable versus the short cable with blue DLC end. Today the WDS had 27.11 P3 loaded whenever I tried to perform another update to the PCM. My question about this whole situation, could the cable could of caused this issue? Was there some files missing on 27.9 WDS update? and why was there a 27.10 release the following day and now 27.11 P3. I took some pictures of the event to show evidence of the calibration ID's in Mode 9 before the reprogram started. I also had another dealer(Tipton Ford) that called me on Tuesday with a dead pedal issue intermittently after the R-16 reflash when cold and I told them to reflash PCM and the truck seems to be fixed. They also mentioned that all the Cal ID's where correct using Mode 9 Data.

FE83-844 25875

3/15/2004



6.0L Diesel, It will Succeed far above the competition...

Joel L. Rosson  
FSE Market H-1/H-2  
S.W. Region-32 FCSO  
Voicemail 972-334-1813  
Call 832-215-8518  
jrosson1@ford.com

---Original Message---

From: Ryba, Greg (G.R.)  
Sent: Monday, October 20, 2003 8:45 PM  
To: Rosson, Joel (J.L.)  
Cc: Pena, Hugo (H.A.); Quincey, John (J.W.); Alderton, Jim (J.D.)  
Subject: RE: 6.0L diesel info - McRae Ford—Update---

Joel - thanks for the follow-up.

After you inspect the vehicle and have a chance to dive further into the situation, please let us all know. Also, please follow-up with a Tim McRae personally to discuss the issue. If R16 was not downloaded correctly...or if there is a technician error, Tim needs to be aware of this. Likewise, if R16 simply did not work...we all need to be aware of this.

Thanks...keep us posted.

---Original Message---

From: Rosson, Joel (J.L.)  
Sent: Friday, October 17, 2003 4:12 PM  
To: Ryba, Greg (G.R.)  
Cc: Pena, Hugo (H.A.); Quincey, John (J.W.); Alderton, Jim (J.D.); Malik, Wesley (W.K.); Rosson, Joel (J.L.)  
Subject: RE: 6.0L diesel info - McRae Ford—Update---

Greg,

I spoke with Tim McRae and Kenny Hart(GSM) today about this concern [The concern seems to be a dead pedal/lack of power intermittently around 30-40mph. He is not sure if there is any black smoke involved when concern happens. The concern did exist before the recalibration of R-16 download. The diesel technicians are out of pocket today and not available. I made a scheduled appointment to inspect until Tuesday for the intermittent lack of power issue. I have seen this issue on some other trucks and usually consist of a failure of the turbocharger assembly(VGT solenoid) or EGR operation. The following info below was sent to Hugo Pena on an earlier e-mail.]

After researching looks like technician may not be using QASIS and running symptom codes on a as needed basis for certain customer issues/complaints. Read the second repair and

PE03-044 28878

3/15/2004

recommendation below from the hotline report. The technician was seeking info about WIF light and the hotliner recommends SSM 17076. I have not been involved with this unit to date. The technician was seeking further assistance from the hotline after third call in and the hotline did not TAR the vehicle. There is no TAR been opened at this current time and there has been four calls into hotline. Mary usually calls me on issues like this; however I have not received a phone call to date. I know that Mary has mentioned several times that Mark(diesel technician) does not follow proper process and steps and gets her in trouble at different times with customers.

What might have happened is one of the files maybe missing on the new callbration(R-16) download.

Technician needs to make sure his WDS is at 27.10/11 download. Then check Mode 9 on the vehicle using WDS and see if all modules have the correct current download calibration number. There is a update 6.0L calibration chart on PowerStroke Central Website for release 16. The technician will have to look up the calibration ID's by F250-350 or F450-550 truck and manual or autotransmission. There is three different calibrations: PCM, TCM, FICM that needs checked. There will be some hex numbers involved and that might confuse the technician somewhat. The best thing at this point if the concern was not there before R-16 download is redownload all calibrations again and retest unit. There could be another concern with truck especially with a p0500 code, which is a VSS error code. I will contact Mary tomorrow and see if I can assist them over the phone, if not then I will have to schedule for first part of next week.

Was, Could it have accepted F-450-550 autotrans calibration to TCM versus F-250-350 cal?

CSQI002

CQIS Indicator Summary

10/16/03 22:58:04

1 of 1

Rpt#: 3JFID021 NHL Rpt: 10/06/2003 Odom: 20,971 M  
 Rvwrd: File: Folder: Attachmnts: 0 Print Smy/Disp Detail(P/D):  
 Vehicle: 2003 F250 4X4,CRW CAB,PICKUP 1FTNW21P73 Bld: 11/20/2002  
 Engine: 6.0L DI Calib: Trans: 5R110W Axd: 6084F3.73L A/C: YES  
 Dir Id: USA 04430 Bill McRae Ford, Inc. Ph#: (903) 588-2241  
 State: Texas City: Jacksonville Orig/Caller: MARK STAPLES  
 Symptom: 4 01 2 24 ENGINE,OIL SYSTEM,CONTAMINATION,FUEL IN OIL  
 Addl Sym: FUEL IN OIL St: CCRG/EPRC: Rvwrd: Dt:  
 Fix: Caus. Comp: Condition Code:  
 Hotliner: BBOHNERT Phone: 313 317-9282 Regn Cd: 52 Southwest - 52  
 Engineering: Phone: TAR:  
 Dir Contact: Phone: Title Cde: T  
 REPAIR TECH STS THAT THERE IS 4" OF FUEL IN THE OIL  
 RECOMM TSB 03-14-06 REFER TO TSB FOR DIAG PROCEDURES-RUNS ROUGH,LOW  
 POWER  
 REPAIR 10/09/2003 11:59AM MICHAEL MONGILOVICH MSS - FCSD - TECH SVC  
 HOTLINE  
 TECH STS HE HAS FOUND ALSO THAT WATER IN FUEL LIGHT IS ON, SEEKING  
 INFORMATION ON HEADER BLOCK.  
 RECOMM SSM 17076 6.0L WIF LIGHT AFTER DRAINING, CHK HFCM, REPL IF NEC.  
 REPAIR 10/13/2003 02:22PM ANDREW BARNES MSS - FCSD - TECH SVC HOTLINE

FEB3-644 29877

3/15/2004

**CONFIDENTIAL**

TECH IS CALLING BACK AND THERE IS NO MORE FUEL IN THE OIL AND THE WIF LIGHT IS OFF. HE STILL HAS AN INT CONCERN OF NO POWER FROM THE ENGINE HE HAS ONLY DUPLICATED IT ONCE. HE DEPRESSED THE PEDAL WHILE AT A STEADY CRUISE AND THE ENGINE RPM DROPPED TO 1200 RPM AND THE ENGINE WOULD NOT ACCEL. HE DID HAVE A CODE P0500 IN THE PCM MEMORY. AFTER A COUPLE SECONDS THE ENGINE THEN ACCELERATED. SEEKING FURTHER ASSISTANCE.

RECOMM ADVISED THE TECH TO TRY AND DUPLICATE THE CONCERN AND TAKE A RECORDING

CHECK THE VSS, PEDAL, IPR, FUEL PW, MAP, ETC.

REPAIR 10/13/2003 03:32PM MICHAEL MONCILOVICH MSS - FCSD - TECH SVC HOTLINE

TECH STS AFTER REFLASHING PCM VEHICLE HAS A HESITATION AFTER SHIFTING

GEARS ONCE, TECH HAS NOT BEEN ABLE TO DUPLICATE SINCE RECOMM ADVISED TECH TO USE FLIGHT RECORDER TO GET MORE INFORMATION.

*6.0L Diesel, It will Succeed far above the competition...*

Joel L. Rosson  
FSE Mktg 9F-1/DE-2  
S.W./Region-52 FCSD  
Voicemail 972-334-1813  
Cell 832-215-8518  
jrosson1@ford.com

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

From: Ryba, Greg (G.R.)  
Sent: Thursday, October 16, 2003 5:36 PM  
To: Pena, Hugo (H.A.); Rosson, Joel (J.L.)  
Cc: Quinoy, John (J.W.); Alderton, Jim (J.D.)  
Subject: 6.0L diesel info - McRae Ford

Hugo/Joel - please read the following document on a situation with a customer's 6.0 at Bill McRae Ford. A number of concerns are addressed in the Service Managers letter, however most concerning is that R16 was performed on the vehicle, yet problems still exist. I'm unclear if either of you guys have been involved.

Tim McRae brought this situation up at a recent Dealer Council meeting.

Please contact the dealer and investigate ASAP to understand the situation relative to R16. Did the dealer complete the repair correctly...? Is R18 working...? What are the next steps...etc.

PER3-644 28978

3/15/2004

If R18 simply did not work, we need to get this up to Mike Berardi and company ASAP.

Thanks - and provide Jim, John and myself an update. Thanks.

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

From: Akkerton, Jim (J.D.)

Sent: Wednesday, October 15, 2003 11:58 AM

To: Ryba, Greg (G.R.)

Cc: Quincey, John (J.W.); Davison, Tom (T.L.); Hoffman, Becky (B.A.); Stang, Bill (W.C.)

Subject: FW: 6.0L diesel info

[ Greg this is the Dealer that indicated that he had performed the latest "fix" on the 6.0L and the truck still is not functioning properly. I'm not sure where this info should go, please advise. Thanks. ]

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

From: WTMCRAB@aol.com [mailto:WTMCRAB@aol.com]

Sent: Wednesday, October 15, 2003 10:49 AM

To: jalderto@ford.com

Subject: 6.0L diesel info

Hi Jim,

I had Kerry Hart write you a detailed list of events we have experienced with this customer's truck. I think you will find the information helpful. The letter is attached to this e-mail and is in word format.

Thanks for all your help

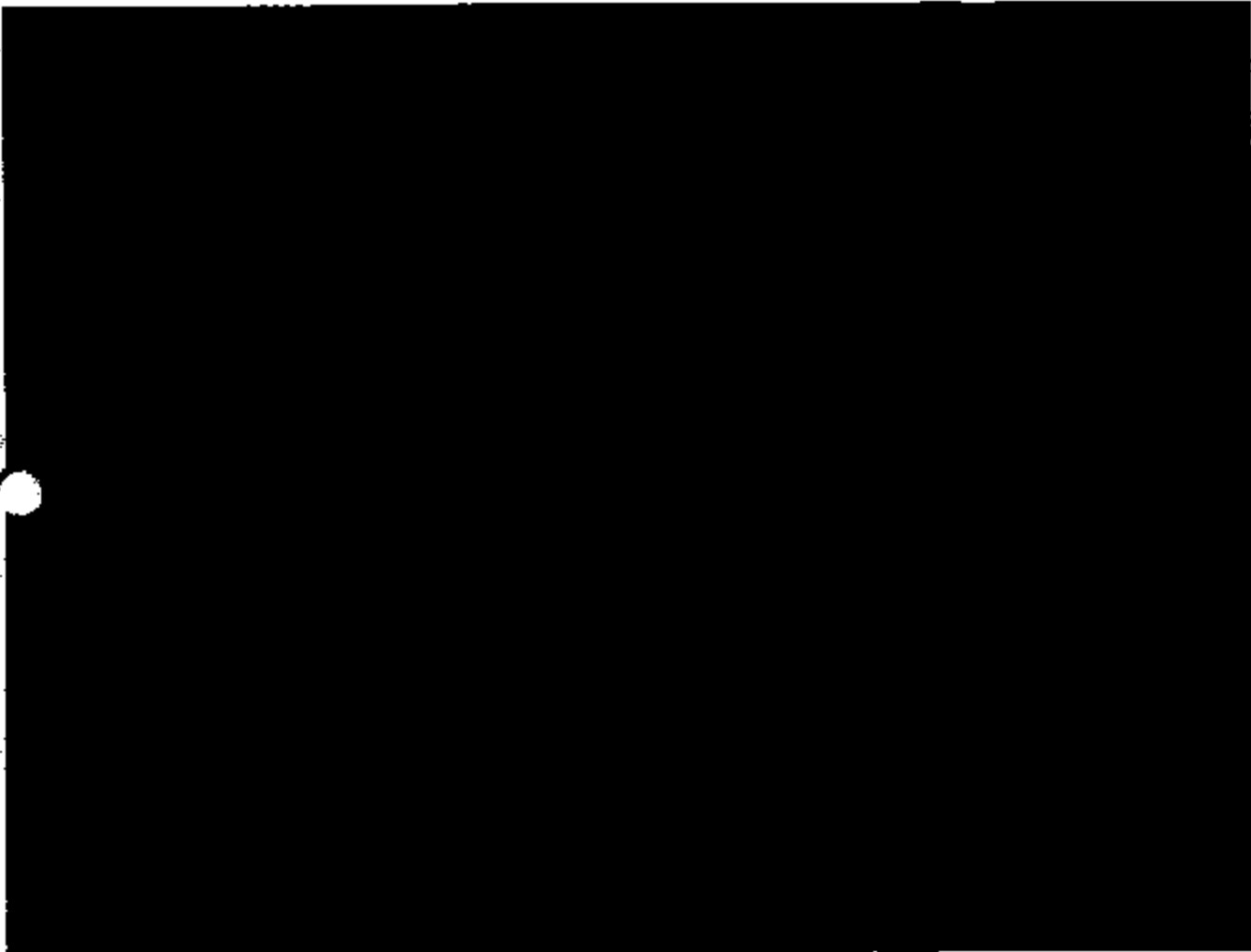
Tim McRae

**SECRET**





**Align**





**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, August 06, 2003 10:18 AM  
**To:** Hale, Curt (B.C.); Kramer, Michael (M.T.)  
**Cc:** Williams Jr., James (J.P.); Smith, Ryan (R.E.); McDonagh, Scot (S.M.)  
**Subject:** RE: Dead Pedal - 1st 1" of Pedal Travel

You need to work with the calibration community to answer that question. I'm not passing the buck, I understand there to be some legitimate reasons for delays on a diesel.

-----Original Message-----  
**From:** Hale, Curt (B.C.)  
**Sent:** Wednesday, August 06, 2003 9:27 AM  
**To:** West, Gregory (G.S.); Kramer, Michael (M.T.)  
**Cc:** Williams Jr., James (J.P.); Smith, Ryan (R.E.); McDonagh, Scot (S.M.)  
**Subject:** RE: Dead Pedal - 1st 1" of Pedal Travel

Why is there no RPM increase in the first inch of pedal travel?

-----Original Message-----  
**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, August 06, 2003 9:19 AM  
**To:** Hale, Curt (B.C.); Kramer, Michael (M.T.)  
**Cc:** Williams Jr., James (J.P.); Smith, Ryan (R.E.); McDonagh, Scot (S.M.)  
**Subject:** RE: Dead Pedal - 1st 1" of Pedal Travel

There is no dead pedal associated with the pedal itself, the moment you step on the pedal output voltage begins to change.

-----Original Message-----  
**From:** Hale, Curt (B.C.)  
**Sent:** Tuesday, August 05, 2003 11:45 AM  
**To:** Kramer, Michael (M.T.)  
**Cc:** Williams Jr., James (J.P.); Smith, Ryan (R.E.); West, Gregory (G.S.); McDonagh, Scot (S.M.)  
**Subject:** RE: Dead Pedal - 1st 1" of Pedal Travel

All the time but more noticeable when cold.

-----Original Message-----  
**From:** Kramer, Michael (M.T.)  
**Sent:** Tuesday, August 05, 2003 11:35 AM  
**To:** Hale, Curt (B.C.)  
**Cc:** Williams Jr., James (J.P.); Smith, Ryan (R.E.); West, Gregory (G.S.); McDonagh, Scot (S.M.)  
**Subject:** RE: Dead Pedal - 1st 1" of Pedal Travel

Initial start of the day, all the time, both? If only at initial start could be related to the lacks power when cold QSF.

*The company that builds and delivers the best products wins!*

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTOPT & OPD PT PMT (non-NCR)**

**Six Sigma Black Belt**

Phone/fac: (313) 594-2083

Pager: (313) 251-8852 (beep); <mailto:mikr@ford.com> (internal text); [mikr@myaerial.com](mailto:mikr@myaerial.com) (external text)

Email: [mikramt@ford.com](mailto:mikramt@ford.com) (internal); [mikramt@ford.com](mailto:mikramt@ford.com) (external)

-----Original Message-----  
**From:** Hale, Curt (B.C.)  
**Sent:** Tuesday, August 05, 2003 9:35 AM  
**To:** West, Gregory (G.S.)

PE03-544 28884

**Cc:** Kramer, Michael (M.T.); Williams Jr., James (J.P.); Smith, Ryan (R.E.)  
**Subject:** Dead Pedal - 1st 1" of Pedal Travel

Greg,

We are seeing and hearing customer complains about the accelerator pedal being dead in the first inch or so of travel. It seems that this condition is present on all current 6.GLs. Can you advise why this is occurring and what we can do to correct it?

B. Curtis Hale  
FCSO PVT Program Manager  
F-Super Duty & Excursion

**Shipp, Terri (T.L.)**

**From:** Shipp, Terri (T.L.)  
**Sent:** Wednesday, April 02, 2003 10:56 AM  
**To:** Liberatore, Robin (R.L.); Orsatti, Greg (G.G.)  
**Cc:** Fodera, Susan (S.E.); Schramski, Thomas (T.J.); Conrad, James (J.A.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Hilding, Robert (R.J.); Shang, Yanzin (Y.); Conrad, James (J.A.)  
**Subject:** RE: SDS Release for FSA 03B03

Robin,

Jim Conrad has already updated the Design Guide and it is posted at the following address: <http://pm1001.fpc.ford.com/v1352/accel/dg/PEDAL3.DOC>

Jim Conrad has also updated the SDS and released the modifications in THRCOM-SDS Version 19.

There was no changes required to Jim's generic DFMEA.

The ES spec will be released next week in conjunction of the release of part number 5C34-9F836-AB. The ES has already been updated but it needs to be released with a part.

Please let me know if you have any questions.

*Terri Shipp*

Ford Motor Company  
P/T Attributes and Standards Department  
NAE P/T Campaign Prevention Specialist  
(Phone) 313-33-73831 / (Fax) 313-82-16020  
(Pager) 313-795-1878  
Cube 1AF12, MD #3, FPC-A  
[tshipp@ford.com](mailto:tshipp@ford.com) <<mailto:tshipp@ford.com>>  
[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

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

**From:** Liberatore, Robin (R.L.)  
**Sent:** Wednesday, April 02, 2003 8:24 AM  
**To:** Shipp, Terri (T.L.); Orsatti, Greg (G.G.)  
**Cc:** Fodera, Susan (S.E.); Schramski, Thomas (T.J.); Conrad, James (J.A.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Hilding, Robert (R.J.); Shang, Yanzin (Y.)  
**Subject:** RE: SDS Release for FSA 03B03

I just received notification of concern C11489009 for FSA 03B03. According to the concern updates are required to the following Core Book documentation: Design Guide, SDS, DFMEA. I have not seen the PAC paper yet with the specifics - I should be getting it later today.

Thanks,

*Robin Liberatore*

ESSE/Trademark, GAP and PDEL  
E-mail: [rliberat@ford.com](mailto:rliberat@ford.com)  
Phone/Fax: (313) 31-79329

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

**From:** Shipp, Terri (T.L.)  
**Sent:** Monday, March 31, 2003 8:33 AM

PE83-844 28371

**To:** Givalt, Greg (G.G.); Liberatori, Robin (R.L.)  
**CC:** Federa, Susan (S.E.); Schaefer, Thomas (T.J.); Conrad, James (J.A.); West, Gregory (G.S.); Liposky, Lawrence (L.J.); Hiding, Robert (R.L.)  
**Subject:** SDS Release for FSA 03B03

Robin & Greg,

The core book for FSA 03B03 has been updated. Mechanical Throttle Controls (THRCON) SDS Version 19 was released on 3/31/03 and includes the modified DVM for the Key Life Test.

I do not know the WERS Concern Number for the Core Book Update. Can you please update the "Close the Loop" deck for Core Book Updates for FSA 03B03.

Thanks,

*Terri Shipp*

Ford Motor Company  
P/T Attributes and Standards Department  
NAE P/T Campaign Prevention Specialist  
(Phone) 313-33-73931 / (Fax) 313-62-18020  
(Pager) 313-795-1878  
Cube 1AF12, MD #3, FPC-A  
[tshipp@ford.com](mailto:tshipp@ford.com) <<mailto:tshipp@ford.com>>  
[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

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

**From:** Conrad, James (J.A.)  
**Sent:** Monday, March 31, 2003 8:19 AM  
**To:** Liposky, Lawrence (L.J.); Shipp, Terri (T.L.); West, Gregory (G.S.)  
**Subject:** SDS Release

I just finished releasing the throttle controls SDS with the EAP KLT w/ vibrations DVM.

*Jim Conrad*

Core Engineer Accelerator Controls & Air Induction Subsystems  
Powertrain Attributes, Standards and APV Calibration Dept.  
GCE / P&AE - Core & Adv P/T Engr. (CAPE)  
Location: FPC-A Mail Drop: #3 Cube: 1AK16  
E-MAIL: [jconrad1@ford.com](mailto:jconrad1@ford.com)  
Phone: (313) 33-78483 Fax: (313) 62-18020  
<<http://pm1001.fps.ford.com/367/indocacc.html>>

**Shipp, Terri (T.L.)**

**From:** Shipp, Terri (T.L.)  
**Sent:** Wednesday, March 06, 2003 4:07 PM  
**To:** Conrad, James (J.A.); West, Gregory (G.S.); Liposky, Lawrence (L.J.)  
**Subject:** Summary of the items that will be included in the PAC for FSA 03B03

Below are my notes from today's pre-PAC meeting for FSA 03B03.

Design Guide

- Jim Conrad will publish the design guide. Estimated completion Date 3/6/03
- Once it is on the web, Jim will send a note to Greg West with the correct date.
- Greg West bring the updated page from design guide to the PAC pre-Meeting on Tuesday, March 11.

ES

- Jim Conrad will update the ES for part teardowns after testing. Aside from the teardown areas that he has already added to the ES for this PAC, he will add another teardown after the Leak Test.
- Greg West and Larry Liposky will provide attachment B, "Teardown Summary", for ES.
- Jim will incorporate the "Teardown Summary" as attachment B to the ES spec.
- Draft of the ES and Attachment B will be brought to the PAC pre-Meeting on Tuesday, March 11.
- Final ES draft will be issued through a WERS Notice by Greg West. Timing to be agreed on at the PAC pre-Meeting on Tuesday, March 11

DFMEA

- No updates are required. Note: The lube migration is handled in the PFMEA not the DFMEA.

SDS

- Jim Conrad to add new DVM for Vibration Cycling KLT by 3/31/03.
- Jim Conrad will bring draft of the new DVM to the PAC pre-Meeting on Tuesday, March 11.

If I missed anything, let me know. Thanks for coming to the meeting. Hopefully, the next PAC meeting will go much easier.

*Terri Shipp*

Ford Motor Company  
P/T Attributes and Standards Department  
NAE P/T Campaign Prevention Specialist  
(Phone) 313-33-73831 / (Fax) 313-82-16020  
(Pager) 313-795-1878  
Cube 1AF12, MD #3, FPC-A  
[tshipp@ford.com](mailto:tshipp@ford.com) <<mailto:tshipp@ford.com>>  
[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

**Shipp, Terri (T.L.)**

**From:** Shipp, Terri (T.L.)  
**Sent:** Monday, March 31, 2003 8:33 AM  
**To:** Oswald, Greg (G.G.); Liberatore, Robin (R.L.)  
**Cc:** Fodera, Susan (S.E.); Schwanski, Thomas (T.J.); Conrad, James (J.A.); West, Gregory (G.S.); Laposky, Lawrence (L.J.); Hilding, Robert (R.J.)  
**Subject:** SDS Release for FSA 03B03

Robin & Greg,

The core book for FSA 03B03 has been updated. Mechanical Throttle Controls (THRCON) SDS Version 19 was released on 3/31/03 and includes the modified DVM for the Key Life Test.

I do not know the WERS Concern Number for the Core Book Update. Can you please update the "Close the Loop" deck for Core Book Updates for FSA 03B03.

Thanks,

*Terri Shipp*

Ford Motor Company  
P/T Attributes and Standards Department  
NAE P/T Campaign Prevention Specialist  
(Phone) 313-33-73831 / (Fax) 313-82-16020  
(Pager) 313-795-1878  
Cube 1AF12, MD #3, FPC-A  
[tshipp@ford.com](mailto:tshipp@ford.com) <<mailto:tshipp@ford.com>>  
[www.ford.com](http://www.ford.com) <<http://www.ford.com>>

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

**From:** Conrad, James (J.A.)  
**Sent:** Monday, March 31, 2003 8:19 AM  
**To:** Laposky, Lawrence (L.J.); Shipp, Terri (T.L.); West, Gregory (G.S.)  
**Subject:** SDS Release

I just finished releasing the throttle controls SDS with the EAP KLT w/ vibrations DVM.

*Jim Conrad*

Core Engineer Accelerator Controls & Air Induction Subsystems  
Powertrain Attributes, Standards and AFV Calibration Dept.  
GCE / P&AE - Core & Adv P/T Engrg. (CAPE)  
Location: FPC-A Mail Drop: #3 Cube: 1AK15  
E-MAIL: [jconrad1@ford.com](mailto:jconrad1@ford.com)  
Phone: (313) 33-76483 Fax: (313) 82-16020  
<<http://pm1001.fpc.ford.com/362/indexacc.html>>



**[REDACTED]**

---

**From:** West, Gregory (G.S.)  
**Sent:** Friday, September 13, 2002 7:33 AM  
**To:** Kramer, Michael (M.T.); Liposky, Lawrence (L.J.)  
**Cc:** Wagner, John (J.D.); Thompson, Greg (G.J.); Hale, Curt (B.C.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.); McDonagh, Scot (S.M.); Karol, John (J.S.); Galindo, Ricardo (R.G.)  
**Subject:** RE: Potential On Site for 6.0L

Fix for this issue is in the parts being shipped for IB.

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

**From:** Kramer, Michael (M.T.)  
**Sent:** Thursday, September 12, 2002 9:19 PM  
**To:** Liposky, Lawrence (L.J.); West, Gregory (G.S.)  
**Cc:** Wagner, John (J.D.); Thompson, Greg (G.J.); Hale, Curt (B.C.); Williams Jr., James (J.P.); Reed Jr., Bill (W.P.); McDonagh, Scot (S.M.); Karol, John (J.S.); Galindo, Ricardo (R.G.)  
**Subject:** FW: Potential On Site for 6.0L

Please see the attached.

***The company that builds and delivers the best products wins!***

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

**Phone/fax:** (313) 594-2003

**Pager:** (313) 201-4652 (beep); [sklitz@ms4.ebaron.com/cold/msgpage?](mailto:sklitz@ms4.ebaron.com/cold/msgpage?) (internal text); [http://erwalmail.com/](mailto:mikramcr1@ford.com) (external text)

**Email:** [mikramcr1@ford.com](mailto:mikramcr1@ford.com) (external)

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

**From:** Pulzti, Pietro (P.G.)  
**Sent:** Thursday, September 12, 2002 4:24 PM  
**To:** Major Jr., John (J.M.); Christensen, Jeff (J.S.); Wagner, John (J.D.)  
**Cc:** Sikes, Bill (B.K.); Johnson, David (D.M.); Kramer, Michael (M.T.); Reed Jr., Bill (W.P.); Thome, Fred (F.J.); Thompson, Greg (G.J.); Debra, Susan (S.M.); Zhou, Jianhua (J.); Hale, Curt (B.C.); Williams Jr., James (J.P.)  
**Subject:** Potential On Site for 6.0L

At the September 10, 2002 Quality/Value Engineering PST during the Emerging Issues agenda topic presented by Curt Hale, the subject of "P0123 pedal deflection - Accelerator pedal deflects when going beyond WOT and defaults to idle" issue revealed the 6.0L is also impacted. Corrective action was taken on 11403364. If the resolution has not been implemented on the 6.0L's, the team recommended we investigate what it takes to do an on site.

Sorry for the sketchy information, but thought it worthy to share and contain if necessary before shipping saleable vehicles to real customers.

For more detail, Curt Hale should be able to provide you more.

**Pete Pulzti**

**Supervisor, Quality/Reliability**

**Super Duty/Excursion**

**Phone: 59-46853 cds: PPULIZZI**

**From:** Kramer, Michael (M.T.)  
**Sent:** Wednesday, August 28, 2002 8:25 AM  
**To:** McDonagh, Scot (S.M.)  
**Cc:** West, Gregory (G.S.); Liposky, Lawrence (L.J.)  
**Subject:** RE: ETC FYI P0220

Can you see if we can get this pedal. This is an interesting one in that has failed early. P0220 means that the PCM did not see an IVS switch during the KOER switch test. Could be the EOL calibration issue which I would expect KTP to catch and is also supposed to be resolved. Could be related to our present issue? Other?

***The company that builds and delivers the best products wins!***

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

**Phone/Fax:** (313) 594-2003

**Page:** (313) 281-6852 (cell); <mailto:mkramer1@ford.com> (internal text); <mailto:mkramer1@ford.com> (external text)

**Email:** [mkramer1@ford.com](mailto:mkramer1@ford.com) (internal); [mkramer1@ford.com](mailto:mkramer1@ford.com) (external)

—Original Message—

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, August 28, 2002 7:20 AM  
**To:** West, Gregory (G.S.); Liposky, Lawrence (L.J.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** ETC FYI P0220

## Today's KTP Early Warranty

V40 GOOD MILE QUALITY PEDAL & SENSOR ASY 8/2/02 8/24/02 28 CENTRAL FORD DOUBLE CAB (CREW CAB) HOUSTON TX  
713-9609800 1019 6941051 KENTUCKY TRUCK PLANT BUILD 1PTWW33F7 [REDACTED] \$94.83 CCC Desc: ENGINE IDLES ROUGH  
Cust.Comments: CUST STATES HAS NO RESPONSE ON ACCEL WONT GO OVER 30 MPH Mech.Comments: PERFORM  
PERFORMANCE DIAGNOSTIC CHECKS,KOER,P0220,PINPOINT TEST,FOUND SENSOR OUT OF RANGE,REPLACE ACCELERATOR  
PEDAL

**Scot G. McDonagh**  
**Super-Duty/Excursion**  
**Powertrain Quality Leader**  
**Phone-** (313) 337-8091  
**Fax-** (313) 621-8083  
**E-Mail:** [smcdonag@ford.com](mailto:smcdonag@ford.com)

**From:** West, Gregory (G.S.)  
**Sent:** Wednesday, August 07, 2002 1:55 PM  
**To:** McDonagh, Scot (S.M.); Noteboom, Jim (J.E.)  
**Cc:** DiAngelo, Renaldo (R.); Pepitone, Gil (J.); Surti, P. J. (P.J.); Hoffmann, Jeffrey (J.C.); Liposky, Lawrence (L.J.); Kramer, Michael (M.T.)  
**Subject:** RE: '02 F-350 7.3L DI WITH P0221 DTC AND INTERMITTENTLY INOPERATIVE ACCEL PEDAL

Visual analysis is complete (I removed the cover), rotor wiper contacts are worn flat which is a result of internal lube degrading the contacting surface. This degradation causes the contacting surface to act like "sandpaper" wearing down the rotor contacts.

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, August 07, 2002 1:36 PM  
**To:** Noteboom, Jim (J.E.); West, Gregory (G.S.)  
**Cc:** DiAngelo, Renaldo (R.); Pepitone, Gil (J.); Surti, P. J. (P.J.); Hoffmann, Jeffrey (J.C.); Liposky, Lawrence (L.J.); Kramer, Michael (M.T.)  
**Subject:** RE: '02 F-350 7.3L DI WITH P0221 DTC AND INTERMITTENTLY INOPERATIVE ACCEL PEDAL

Jim- I just received this pedal assembly. Greg West(Ford D&R) will advise when analysis is completed. Thanks

**Scot G. McDonagh**  
Super-Duty/Excursion  
Powertrain Quality Leader  
Phone- (313) 337-8091  
Pager- (734) 670-5742  
Fax- (313) 621-8083  
E-Mail: [smcdonag@ford.com](mailto:smcdonag@ford.com)

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

**From:** Noteboom, Jim (J.E.)  
**Sent:** Monday, August 05, 2002 11:22 AM  
**To:** Kramer, Michael (M.T.)  
**Cc:** DiAngelo, Renaldo (R.); Pepitone, Gil (J.); Surti, P. J. (P.J.); Hoffmann, Jeffrey (J.C.); McDonagh, Scot (S.M.); West, Gregory (G.S.); Liposky, Lawrence (L.J.)  
**Subject:** RE: '02 F-350 7.3L DI WITH P0221 DTC AND INTERMITTENTLY INOPERATIVE ACCEL PEDAL

Scott; the pedal assy. will be coming your way today.

**Jim Noteboom**  
Powertrain Field Quality Specialist/Denver  
Phone: 303.674.4015 FAX: 303.674.5730  
Cell: 303.821.2076

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

**From:** Kramer, Michael (M.T.)  
**Sent:** Monday, August 05, 2002 9:07 AM  
**To:** Noteboom, Jim (J.E.)  
**Cc:** DiAngelo, Renaldo (R.); Pepitone, Gil (J.); Surti, P. J. (P.J.); Hoffmann, Jeffrey (J.C.); McDonagh, Scot (S.M.); West, Gregory (G.S.); Liposky, Lawrence (L.J.)  
**Subject:** RE: '02 F-350 7.3L DI WITH P0221 DTC AND INTERMITTENTLY INOPERATIVE ACCEL PEDAL

Please get this pedal to Scot ASAP!

PE03-844 30851

**The company that builds and delivers the best products wins!**

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

Phone/fax: (313) 594-2003

Pager: (313) 201-9852 (beep); <<http://ford.dearborn.ford.com/cgi/textpage?>> (internal text); <mailto:mikram@ford.com> (external text)

Email: mikramer1 (internal); [mikram1@ford.com](mailto:mikram1@ford.com) (external)

---Original Message---

From: Noteboom, Jim (J.E.)

Sent: Monday, August 05, 2002 10:58 AM

To: Holman, Jeffrey (J.C.); Kramer, Michael (M.T.); McDonagh, Scot (S.M.)

Cc: DiAngelo, Rensaldo (R.); Peppone, Gil (J.); Surti, P. J. (P.J.)

Subject: '02 F-350 7.3L DI WITH P0221 ETC AND INTERMITTENTLY INOPERATIVE ACCEL PEDAL

I have the pedal assy. in my possession for further analysis.

=>

1 of 1

Rpt#: ZHEGN001 PTOFSE Rpt: 08/05/2002 Odom: 20,377 M  
Rvwrd: File: Folder: Images: 0 Print Smy/Disp Detail(P/D):  
Vehicle: 2002 F350 4X4,CRW CAB,PICKUP 1FTSW31F42E Bld: 09/09/2001  
Engine: 7.3L DI Cab: Trans: 4R100 D Axle: A/C: YES  
Dealer Id: 03294 O'MEARA FORD CENTER INC Ph#: (303) 254-5020  
State: Colorado City: Northglenn Orig/Callr: J. NOTEBOOM  
Symptom: 6 24 0 00 DRVABLACCEL PEDAL,OTHER-CODE NA,OTHER-CODE NA  
Addl Sym: St: CCRG/EPRC: \_ Rvwrd: Dt:  
Fix: Caus. Comp: PEDAL & SENSOR ASY - RPL Condition Code: 42  
JNOTEBOO (303) 674-4015 FAX: MIL? Y ABA? Symp VT? Survey? N  
EO: EC: Prt St: O  
ER: CB: Inrmit? Y

CONCER "CHECK ENGINE LIGHT COMES ON WHEN HOT."

REPAIR AS RECIEVED THERE WAS A P0221 DTC (ACCEL PEDAL RANGE) PRESENT IN CONT.

ALSO, WHEN TEST DRIVEN, THE ACCELERATOR PEDAL WOULD FAIL TO RESPOND

INTERMITTENTLY (NO ACCELERATION)

REPLACING THE ACCELERATOR PEDAL ASSY. CORRECTED THE CONCERN.

NOTE: THIS VEHICLE HAD ADJUSTABLE PEDALS.

Jim Noteboom

Powertrain Field Quality Specialist/Denver

Phone: 303.674.4015 FAX: 303.674.5730

Cell: 303.921.2076

**From:** Kramer, Michael (M.T.)  
**Sent:** Friday, August 02, 2002 9:51 AM  
**To:** Williams Jr., James (J.P.)  
**Cc:** McDonagh, Scot (S.M.)  
**Subject:** RE: ETC Pedal Warranty

We will push. Your comments in the PTQRT were right on. The work needs to get done BEFORE the meeting and not after. As I stated yesterday, I am presently not in favor of the proposed recalibration fix. I anticipate that after you FMEA it out, it will not be an option. Using a Teleflex (with pedals all the way forward) seems like a reasonable service option (for fixed pedals applications). We will discuss more with the team at the meetings next week.

Give me a call to discuss production fix strategies. We have some ideas.

***The company that builds and delivers the best products wins!***

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

**Phone/fac: (313) 584-2000**

**Pager: (313) 201-9862 (beep); <<mailto:mikrkrmt@ford.com>> (internal text); <http://rtyeimail.com/> (external text)**

**Email: mikrkrmt (Internal); [mikrkrmt@ford.com](mailto:mikrkrmt@ford.com) (external)**

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Friday, August 02, 2002 8:30 AM  
**To:** Williams Jr., James (J.P.)  
**Cc:** Kramer, Michael (M.T.)  
**Subject:** RE: ETC Pedal Warranty

I'm trying to push Greg along on this. Nothing is being done between QRT's II He and Lawrence L. don't appear to be too concerned !! Ryan and Curt may have to pull the trigger on a QSF to get them fired up.

**Scot G. McDonagh**

**Super-Duty/Excursion**

**Powertrain Quality Leader**

**Phone - (313) 337-8091**

**Pager - (734) 670-5742**

**Fax - (313) 621-8083**

**E-Mail: [smcdonag@ford.com](mailto:smcdonag@ford.com)**

-----Original Appointment-----

**From:** Williams Jr., James (J.P.)  
**Sent:** Friday, August 02, 2002 8:25 AM  
**To:** McDonagh, Scot (S.M.)  
**Subject:** Accepted: ETC Pedal Warranty  
**When:** Tuesday, August 06, 2002 8:00 AM-9:00 AM (GMT-05:00) Eastern Time (US & Canada).  
**Where:** PDC-TVC Teleconference

**From:** Kramer, Michael (M.T.)  
**Sent:** Thursday, August 01, 2002 9:21 AM  
**To:** West, Gregory (G.S.)  
**Cc:** Smith, Ryan (R.E.); Williams Jr., James (J.P.); McDonagh, Scot (S.M.); Williams, Brent (B.A.); Flynn, Pat (J.P.); Kromberg, Arnold (A.W.)  
**Subject:** RE: ETC Pedal Warranty Claims

A P0221 code is not expected to occur with the wiring short issue. A P0221 code being generated in conjunction with a wiring short suggests that the potentiometer is failing in range.

Please provide more specifics relative to the melted down sensors. Is your reference to "sensor" pertaining to the potentiometer or the idle validation switch? What is the voltage output of the returned pedal sensors?  
Good discussion material for this afternoon.

***The company that builds and delivers the best products wins!***

**Mike Kramer**

**Supervisor, Super Duty/Excursion/E-Series PTQRT**

**Six Sigma Black Belt**

Phone/Fax: (313) 504-2003

Pager: (313) 201-9852 (beep): [mkramer@ford.com](mailto:mkramer@ford.com) (internal text); [mkramer@mail.com](mailto:mkramer@mail.com) (external text)

Email: [mkramer1](mailto:mkramer1) (internal); [mkramer1@ford.com](mailto:mkramer1@ford.com) (external)

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

**From:** West, Gregory (G.S.)  
**Sent:** Thursday, August 01, 2002 9:04 AM  
**To:** McDonagh, Scot (S.M.); Williams, Brent (B.A.); Flynn, Pat (J.P.)  
**Cc:** Kramer, Michael (M.T.); Smith, Ryan (R.E.); Williams Jr., James (J.P.)  
**Subject:** RE: ETC Pedal Warranty Claims

I have a couple question I need some help with. Williams claims the majority of pedals returned with P0221 codes (142) failed due to the wiring shorts which melts the sensor down. Teleflex has 420 failures due to P0221, has the wiring warranty due to the shorts been more prevalent on Excursion?

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Wednesday, July 31, 2002 7:59 AM  
**To:** West, Gregory (G.S.)  
**Cc:** Kramer, Michael (M.T.); Smith, Ryan (R.E.); Williams Jr., James (J.P.)  
**Subject:** ETC Pedal Warranty Claims

## ETC Warranty/FYI

V41 SMOOTH RESPONSE PEDAL & SENSOR ASY 5/6/02 7/5/02 6125 TEXAS MOTORS FORD SUPER SINGLE CAB (SUPER CAB) PORT WORTH TX 817-2464921 2584 20824101 KENTUCKY TRUCK PLANT BUILD 1FTNX20F62 [REDACTED] \$364.52 CCC Desc: POOR PERFORMANCE/LACKS POWER Cus.Comments: CUST REPORTS TRUCK WILL NOT ACT/LEGATE WHEN PEDAL IS DEPRESSED. Mech.Comments: KOEO PASS,KOER PASS,KOEC P0123,INJ EL PASS,CCT PASS,PINPOINT TEST DD, ADDITIONAL PINPOINT TEST CIRCUIT 26,U55,357 FOR 1 SHORT TO POWER IN HARNESS FROM AP TO PCM, REPLACED ACCEL PEDAL, C'LEARED, ROAD TESTED, RETESTED

V44 MECHANICAL MALFUNCTION INDICATION CABLE-ADJ PETAL 6/14/02 7/24/02 13 LAVONIA FORD, INC. DOUBLE CAB (CREW CAB) LAVONIA GA 706-3561933 4101 1476701 KENTUCKY TRUCK PLANT BUILD 1FTNW20F42 [REDACTED] \$90.46 CCC Desc: OTHER ENGINE TROUBLES Cus.Comments: CUSTOMER STATES ADJUSTABLE PEDAL INOP. 150 Mech.Comments: OPEN IN MOTOR REPLACE PEDAL ADJ MKT/FOR

PE02-044 2002

**Scot G. McDonagh**  
Super-Duty/Excursion  
Powertrain Quality Leader  
Phone- (313) 337-8091  
Pager- (734) 670-5742  
Fax- (313) 621-8083  
E-Mail: smcdonag@ford.com

**CONFIDENTIAL**

**From:** Kramer, Michael (M.T.)  
**Sent:** Wednesday, April 17, 2002 10:39 AM  
**To:** Miller, Cary (C.D.); Liposky, Lawrence (L.J.)  
**Cc:** Williams, Brent (B.A.); Reddy, B.J (B.J.); Young, Susan (S.M.); McDonagh, Scot (S.M.); Williams Jr., James (J.P.)  
**Subject:** RE: Warranty Issues for 2002

For 2002 MY to date, there are approximately 350 P131 claims (12th ranked PT item) for -9F836- (pedal and sensor assembly).

For 2002 MY to date, -9F836- is not showing in the top 20 PT items for Excursion.

In the data that I presently have, I do not have the build date breakdown.

The company that builds and delivers the best products wins!

Mike Kramer

Supervisor, Super Duty/Excursion/E-Series P10RT

Six Sigma Black Belt

Phone/fax: (313) 594-2003

Page: (313) 201-9852 (beep); <<http://vmf.dearborn.ford.com/cgi/textpage?>

(internal text); <http://myairmail.com/> (external text)

Email: mkramer1 (internal); mkramer1@ford.com (external)

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

From: Miller, Cary (C.D.)

Sent: Wednesday, April 17, 2002 9:05 AM

To: Liposky, Lawrence (L.J.)

Cc: Williams, Brent (B.A.); Reddy, B.J (B.J.); Kramer, Michael (M.T.);

Young, Susan (S.M.)

Subject: RE: Warranty issues for 2002

Larry, Brent Williams is going to take the lead on this. Would you please contact him to answer his questions regarding what you have found, and work with him towards resolution. Some of the electrical group's questions are in the notes that follow.

Thank you,

Cary Miller

Quality & Reliability Supervisor, Tough Truck Powertrain

Phone: 313-621-4757

E-mail: [cmille1@ford.com](mailto:cmille1@ford.com)

Fax: 313-322-1947, Location: PDC 2G-G41

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

From: Williams, Brent (B.A.)

Sent: Wednesday, April 17, 2002 8:53 AM

To: Young, Susan (S.M.); Reddy, B.J (B.J.)

Cc: Miller, Cary (C.D.); McNorton, Michael (M.C.)

Subject: RE: Warranty issues for 2002

PE99-044 30000



Yes, I will take the lead and first thing is I have a few questions to Cary...

What is the build dates of the failures?

Note: we definitely had an issue through early Dec with wire shorted at shock tower which indeed lead to some of the pedal shorts.

Need to know what data you have after Dec on this issue.

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

From: Young, Susan (S.M.)

Sent: Wednesday, April 17, 2002 8:30 AM

To: Reddy, B.J (B.J.); Williams, Brent (B.A.)

Cc: Miller, Cary (C.D.); McNorton, Michael (M.C.)

Subject: RE: Warranty issues for 2002

Cary: Are the shorts on the component pigtail or wire harness assy?

Brent: Can you take the lead on this and keep me in the loop? Thanks.

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

From: Reddy, B.J (B.J.)

Sent: Wednesday, April 17, 2002 8:18 AM

To: Young, Susan (S.M.)

Cc: Miller, Cary (C.D.); Reddy, B.J (B.J.)

Subject: FW: Warranty issues for 2002

Susan,

Who in your group can look into wiring issues. Could you please let me know who can take the lead to resolve this issue.

Thanks

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

From: Miller, Cary (C.D.)

PEB3-844 30003

Sent: Wednesday, April 17, 2002 8:13 AM

To: Reddy, B.J (B.J.)

Cc: Kramer, Michael (M.T.); Liposky, Lawrence (L.J.)

Subject: FW: Warranty issues for 2002

BJ, Our accelerator pedal team is finding that wiring issues are a significant driver to burnt sensors in the ETC Diesel pedal. Would you please identify who in the electrical team can take the lead on figuring out why we are getting these shorts and whether a design change or process improvement is needed? I'd appreciate your help.

Mike, Thought you would want to be aware of this. Should we share this with the FT resident at KTP and see what he knows, or can learn, about the wiring issues?

Regards,

Cary Miller

Quality & Reliability Supervisor, Tough Truck Powertrain

Phone: 313-621-4757

E-mail: cmille11@ford.com

Fax: 313-322-1947, Location: EDC 2G-G41

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

From: Liposky, Lawrence (L.J.)

Sent: Tuesday, April 16, 2002 4:03 PM

To: Miller, Cary (C.D.)

Subject: FW: Warranty issues for 2002

Cary, how do we follow up on electrical issues. We have looked at ETC Diesel

PE83-844 38878

pedal failures through Teleflex and Williams and verified many burnt sensors due to electrical short's. How do we make sure this is captured and corrected ?? This is one of my high hitters Gail requested to discuss this Thursday morning.

Larry Liposky

Supervisor - Tough Truck

Accelerator/VMV Components

Phone 24-81726

Pager 796-0949

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

From: West, Gregory (G.S.)

Sent: Tuesday, April 16, 2002 9:56 AM

To: Liposky, Lawrence (L.J.); Miller, Cary (C.D.)

Subject: FW: Warranty issues for 2002

Larry, here is the info from Williams Controls indicating the majority of R/1000 of 9FB36 for O/8500# truck is due to wiring issues. Can we get these bined to wiring?

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

From: Sillanpaa, Don [mailto:dsillanpaa@wmc.com]

Sent: Tuesday, April 16, 2002 9:31 AM

To: Greg West (E-mail)

Subject: Warranty issues for 2002

Greg, attached is a file last updated 3-14-02 re. warranty returns for Williams pedals. We are still receiving the "short-out" pedals on occasion, some NTFs and some 2001s with the loose pedal pads.

FE03-844 30871

Regards,

Don Sillanpaa

Product Engineer, Williams Controls Technology Center

phone: (941) 351-9118, extension 31

fax: (941) 351-3829

e-mail:dsillanpaa@wmc.com

<<pedalswctelflx post-analysis 3-14-02.xls>>

**[REDACTED]**

---

From: Sillanpaa, Don [dsillanpaa@wmc.com]  
Sent: Monday, December 10, 2001 1:14 PM  
To: 'McDonagh, Scot (S.M.)'  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

I don't see that I respeded to you yet, Scot, about your questions. The return springs are being revised at Greg West's request for lighter NOT efforts. At the same time the pedal pad spring is being made stiffer. (With no complaints from the field on pedal efforts, I question the need to revise efforts just for the sake of change, but that's what Greg has been instructed to do.)

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
Sent: Wednesday, December 05, 2001 9:38 AM  
To: Sillanpaa, Don  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Hi Don- I noticed on Mike Hazergians Diesel Calibration Team Matrix that there is a scheduled change in January 2002 for ETC Pedal assembly(New stiffer articulated pad & Calibration). Are these WC Robustness improvements ?? Do you have details ?? Let me know. Thanks.

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

From: Sillanpaa, Don [mailto:dsillanpaa@wmc.com]  
Sent: Wednesday, November 28, 2001 2:01 PM  
To: 'McDonagh, Scot (S.M.)'  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Pedal "fallen apart" would probably be the pedal pad coming off, Scot. And yes, we get pedals returned with loose pads or pads that have fallen off. (By the way, we have received a few Teleflex pedals (non-adjustable) w/o pads!)

Once that wiring short has occurred, inevitably the IVS circuit is fried open. We have received several back. The pedal does need to be replaced if the short has occurred.

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
Sent: Wednesday, November 28, 2001 11:33 AM  
To: Davis, Craig (C.B.); Williams Jr., James (J.P.); Williams, Brent (B.A.); Sillanpaa, Don; Miers, Jerry; Pyle, Ken; Burdette, Dave (D.W.); McDaniel, Jerry (J.)  
Cc: McCliment, Bob (R.S.); Vacca, Dan (D.); Smith, Ryan (R.E.); Hale, Curt (B.C.)  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Brent/Jerry/Dave- Can you answer Craig's question regarding the IVS ??

Williams Control- Are you receiving the pedals that have "fallen apart" through parts return at WPRC ?? If not, Craig may be able to ship you samples for analysis. These could be samples of the pedal pin issue from February 2001. Please advise. Thank you

F883-844 38674

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

> From: Davis, Craig (C.B.)

> Sent: Wednesday, November 28, 2001 11:19 AM

> To: McDonagh, Scot (S.M.); Williams Jr., James (J.P.)

> Cc: McCliment, Bob (R.S.); Vacca, Dan (D.)

> Subject: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

>  
> Part sales have gone through the roof on the following part 1C3E 9F836 BA (engineering # 1C34 9F836 BA), application is 2001-2001 without power pedals. Ford of Canada's first sale was Oct 20, 2000 and sales YTD are 357. CQIS FOLDER # 01016219 (11 reports), reports various issues from "the assembly fell apart", to wiring issues.

>  
> OASIS SSM # 15412 was released November 19, 2001. Will wiring issues as indicated in the SSM cause the IVS to fail and need replacement? Or once the wiring issue is corrected the IVS should work?

>  
> I do not want to continue to track this issue, if I can validate replacement of the 9F836 is caused by the wiring issue. Per AWS R/1000 for 2001 MY is 13.54 at 13M18

>  
> The issues of the assembly fell apart can only be repaired with replacing the component (may need to track this issue).

>  
> Please advise. Thanks

>  
> Craig Davis (cdavis6@ford.com)

> Technical Service Support

> (905) 845-2511 ext 1488 Dial net 853-1488

> Fax (905) 845 7069

> Ford of Canada C.O.B. Room 405

>

~~XXXXXXXXXX~~

---

From: Sillanpaa, Don (dsillanpaa@WMCO.com)  
Sent: Wednesday, November 28, 2001 3:16 PM  
To: McDonagh, Scot (S.M.)  
Cc: Miers, Jerry  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Williams Controls production date 3/5/01 and later. Idle voltage shift issue has a clean date of 5/2/01. Jerry's note stated the pedal pad clean date as May 2001, but it was March.

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
Sent: Wednesday, November 28, 2001 2:57 PM  
To: Sillanpaa, Don; Davis, Craig (C.B.)  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Thanks Don- What was our clean date for the pedal pin fix ??

Craig- FYI on the IVS Inquiry

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

From: Sillanpaa, Don [mailto:dsillanpaa@WMCO.com]  
Sent: Wednesday, November 28, 2001 2:01 PM  
To: 'McDonagh, Scot (S.M.)'  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Pedal "fallen apart" would probably be the pedal pad coming off, Scot. And yes, we get pedals returned with loose pads or pads that have fallen off. (By the way, we have received a few Teleflex pedals (non-adjustable) w/o pads!)

Once that wiring short has occurred, inevitably the IVS circuit is fried open. We have received several back. The pedal does need to be replaced if the short has occurred.

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
Sent: Wednesday, November 28, 2001 11:33 AM  
To: Davis, Craig (C.B.); Williams Jr., James (J.P.); Williams, Brent (B.A.); Sillanpaa, Don; Miers, Jerry; Pyle, Ken; Burdette, Dave (D.W.); McDaniel, Jerry (J.)  
Cc: McCliment, Bob (R.S.); Vacca, Dan (D.); Smith, Ryan (R.E.); Hale, Curt (B.C.)  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Brent/Jerry/Dave- Can you answer Craig's question regarding the IVS ??

Williams Control- Are you receiving the pedals that have "fallen apart" through parts return at WPRC ?? If not, Craig may be able to ship you samples for analysis. These could be samples of the pedal pin issue from February 2001. Please advise. Thank you

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

> From: Davis, Craig (C.B.)

PE83-044 30078

> Sent: Wednesday, November 28, 2001 11:19 AM  
> To: McDonagh, Scot (S.M.); Williams Jr., James (J.P.)  
> Cc: McCliment, Bob (R.S.); Vacca, Dan (D.)  
> Subject: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

>  
> Part sales have gone through the roof on the following part 1C3Z 9F836 BA (engineering # 1C34 9F836 BA), application is 2001-2001 without power pedals. Ford of Canada's first sale was Oct 20, 2000 and sales YTD are 357. CQIS FOLDER # 01016219 (11 reports), reports various issues from "the assembly fell apart", to wiring issues.

>  
> OASIS SSM # 15412 was released November 19, 2001. Will wiring issues as indicated in the SSM cause the IVS to fail and need replacement? Or once the wiring issue is corrected the IVS should work?

>  
> I do not want to continue to track this issue, if I can validate replacement of the 9F836 is caused by the wiring issue. Per AWS R/1000 for 2001 MY is 13.54 at 13MIS

>  
> The issues of the assembly fell apart can only be repaired with replacing the component (may need to track this issue).

>  
> Please advise. Thanks

>  
> Craig Davis (cdavis6@ford.com)  
> Technical Service Support  
> (905) 845-2511 ext 1400 Dial net 853-1400  
> Fax (905) 845 7069  
> Ford of Canada C.O.B. Room 405



**[REDACTED]**

---

From: Miers, Jerry [jmiers@WMCO.com]  
Sent: Wednesday, November 28, 2001 2:41 PM  
To: Williams, Brent (B.A.); McDonagh, Scot (S.M.); Davis, Craig (C.B.); Williams Jr., James (J.P.); Sillanpaa, Don; Pyle, Ken; Burdette, Dave (D.W.); McDaniel, Jerry (J.)  
Cc: McCliment, Bob (R.S.); Vacca, Dan (D.); Smith, Ryan (R.E.); Hale, Curt (B.C.)  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Scot / Brent

We have seen several pedals with the pad coming off, however none past the clean date of May 2001. Totals are at about 384 units  
We have also seen several pedals coming back for the low voltage issue, however again none past the clean date of May 2001. Totals are at about 323 units  
The 2002 model year pedals that we have seen are all due to complete shorts in the pedal circuit and are usually multiple failures on a single vehicle. Totals are 13 units in the last 30 days.

We have seen several Teleflex pedals (both ETC & APS) returned with the similar failure modes.

If I can be of any further help let me know.

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

From: Williams, Brent (B.A.) [mailto:bwillia8@ford.com]  
Sent: Wednesday, November 28, 2001 12:22 PM  
To: McDonagh, Scot (S.M.); Davis, Craig (C.B.); Williams Jr., James (J.P.); Sillanpaa, Don; Miers, Jerry; Pyle, Ken; Burdette, Dave (D.W.); McDaniel, Jerry (J.)  
Cc: McCliment, Bob (R.S.); Vacca, Dan (D.); Smith, Ryan (R.E.); Hale, Curt (B.C.)  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

I can't really respond accurately with the little info. that was provided but I can say, yes, that some of the pedals were probably damaged due to wiring issues. Can you stop tracking replaced parts? I don't know. I do not think that all or even the large majority are wiring related but without more info on the data and units involved, it is all pure speculation.

So to answer the direct question: Yes, wiring has been found to be the cause to some of the damaged pedals. As far as the operation of the pedal after wiring repair, it is dependent on whether the short caused any internal damage to the pedal.

Brent A. Williams,  
P131/U137 Plant Vehicle Team - Electrical ERSE/RV&T  
Office phone: 502-429-2979  
Pager: 502-336-7285  
Text Page: bwillia8, E-mail: bwillia8@ford.com

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

> From: McDonagh, Scot (S.M.)  
> Sent: Wednesday, November 28, 2001 11:33 AM  
> To: Davis, Craig (C.B.); Williams Jr., James (J.P.); Williams, Brent (B.A.); 'Don Sillanpaa'; 'Jmiers (E-mail)'; 'Koyale (E-mail)'; Burdette, Dave (D.W.); McDaniel, Jerry (J.)  
> Cc: McCliment, Bob (R.S.); Vacca, Dan (D.); Smith, Ryan (R.E.); Hale, Curt (B.C.)

FE83-644 38878

> Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836  
>  
> Brent/Jerry/Dave- Can you answer Craig's question regarding the IVS ??  
>  
> Williams Control- Are you receiving the pedals that have "fallen apart" through parts return at WPRC ?? If not, Craig may be able to ship you samples for analysis. These could be samples of the pedal pin issue from February 2001. Please advise. Thank you  
>  
> -----Original Message-----  
> From: Davis, Craig (C.B.)  
> Sent: Wednesday, November 28, 2001 11:19 AM  
> To: McDonagh, Scot (S.M.); Williams Jr., James (J.P.)  
> Cc: McCliment, Bob (R.S.); Vacca, Dan (D.)  
> Subject: 2001-2001 7.3L DIT Idle Validation Switch - 9F836  
>  
> Part sales have gone through the roof on the following part 1C3Z 9F836 BA (engineering # 1C34 9F836 BA), application is 2001-2001 without power pedals. Ford of Canada's first sale was Oct 20, 2000 and sales YTD are 357. COIS FOLDER # 01016219 (11 reports), reports various issues from "the assembly fell apart", to wiring issues.  
>  
> OASIS SSM # 15412 was released November 19, 2001. Will wiring issues as indicated in the SSM cause the IVS to fail and need replacement? Or once the wiring issue is corrected the IVS should work?  
>  
> I do not want to continue to track this issue, if I can validate replacement of the 9F836 is caused by the wiring issue. Per AWS R/1000 for 2001 MY is 13.54 at 13MIS  
>  
> The issues of the assembly fell apart can only be repaired with replacing the component (may need to track this issue).  
>  
> Please advise. Thanks  
>  
> Craig Davis (cdavis6@ford.com)  
> Technical Service Support  
> (905) 845-2511 ext 1488 Dial net 853-1488  
> Fax (905) 845 7069  
> Ford of Canada C.O.B. Room 405  
>

**CONFIDENTIAL**

From: Sillanpaa, Don [dsillanpaa@WMCO.com]  
Sent: Wednesday, November 28, 2001 2:01 PM  
To: McDonagh, Scot (S.M.)  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Pedal "fallen apart" would probably be the pedal pad coming off, Scot. And yes, we get pedals returned with loose pads or pads that have fallen off. (By the way, we have received a few Teleflex pedals (non-adjustable! w/o pads!)

Once that wiring short has occurred, inevitably the IVS circuit is fried open. We have received several back. The pedal does need to be replaced if the short has occurred.

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

From: McDonagh, Scot (S.M.) [mailto:smcdonag@ford.com]  
Sent: Wednesday, November 28, 2001 11:33 AM  
To: Davis, Craig (C.B.); Williams Jr., James (J.P.); Williams, Brent (B.A.); Sillanpaa, Don; Miers, Jerry; Pyle, Ken; Burdette, Dave (D.W.); McDaniel, Jerry (J.)  
Cc: McCliment, Bob (R.S.); Vacca, Dan (D.); Smith, Ryan (R.E.); Hale, Curt (B.C.)  
Subject: RE: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

Brent/Jerry/Dave- Can you answer Craig's question regarding the IVS ??

Williams Control- Are you receiving the pedals that have "fallen apart" through parts return at WPRC ?? If not, Craig may be able to ship you samples for analysis. These could be samples of the pedal pin issue from February 2001. Please advise. Thank you

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

> From: Davis, Craig (C.B.)  
> Sent: Wednesday, November 28, 2001 11:19 AM  
> To: McDonagh, Scot (S.M.); Williams Jr., James (J.P.)  
> Cc: McCliment, Bob (R.S.); Vacca, Dan (D.)  
> Subject: 2001-2001 7.3L DIT Idle Validation Switch - 9F836

>  
> Part sales have gone through the roof on the following part 1C3Z 9F836 BA (engineering # 1C34 9F836 BA), application is 2001-2001 without power pedals. Ford of Canada's first sale was Oct 20, 2000 and sales YTD are 357. CQIS FOLDER # 01016219 (11 reports), reports various issues from "the assembly fell apart", to wiring issues.

>  
> OASIS SSM # 15412 was released November 19, 2001. Will wiring issues as indicated in the SSM cause the IVS to fail and need replacement? Or once the wiring issue is corrected the IVS should work?

>  
> I do not want to continue to track this issue, if I can validate replacement of the 9F836 is caused by the wiring issue. Per AWS R/1000 for 2001 MY is 13.54 at 13MIS

>  
> The issues of the assembly fell apart can only be repaired with replacing the component (may need to track this issue).

>  
> Please advise. Thanks

FEB3-044 30000

>  
> Craig Davis (cdavis6@ford.com)  
> Technical Service Support  
> (905) 845-2511 ext 1488 Dial net 853-1488  
> Fax (905) 845 7069  
> Ford of Canada C.O.B. Room 405  
>

**CONFIDENTIAL**

**From:** Kramer, Larry (L.D.)  
**Sent:** Wednesday, October 31, 2001 8:50 PM  
**To:** Eberhart, Daniel (D.G.)  
**Subject:** RE: P0123 Assistance 7.3L

Thanks Dan. We need to ask every Superduty we can at this point!

Regards,

*Larry Kramer*

Dealer Operations Manager  
Memphis Region Market C3  
(801)-757-7051 Fax (801)898-2201  
lkramer2@ford.com

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Wednesday, October 31, 2001 1:06 PM  
**To:** Kramer, Larry (L.D.)  
**Cc:** Zikman, Kirk (K.)  
**Subject:** FW: P0123 Assistance 7.3L

FYI - fixed another one at Watson. Saved sale on approx 6 to 10 super duty's.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: daberha2@ford.com

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

**From:** McDonough, Scott (S.M.)  
**Sent:** Tuesday, October 30, 2001 10:50 AM  
**To:** Eberhart, Daniel (D.G.); Kronberg, Arnold (A.W.); Klein, Mark (M.A.)  
**Cc:** Patel, San (S.N.); Kronberg, Arnold (A.W.); Amstangalo, Vince (V.F.); Batusis, Paul (P.A.); Richard.Ptak@nav-international.com; Smith, Ryan (R.E.); West, Gregory (G.S.); 'dolanpaa@wmc.com'; 'jnters@wmc.com'; 'tpyle@wmc.com'; Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

**Dan- We have seen other field failures due to side loading/lever arm deflection.**

**Williams Control- Please provide update for pedal robustness improvements. Last update was (20) weeks for supplier tooling.**

Thank you,

**Williams Control ETC Pedal Failures**                      **Pyle-Mier-Silbanpaa-West**  
**Testing of the new 3.5mm bracket showed no significant improvement in the voltage loss/shift**

**CONFIDENTIAL**

on ETC pedals. The acceptance stamp location has been moved from the lever to the lower front leg of the bracket. This will eliminate a portion of the voltage loss due to the lever arm being deflected. No additional warranty returns have been received after the 5/2/01 clean data. FEU Fleet vehicles retrofitted with post clean date ETC pedals have had no failures- Per Jeff Christensen. WC Engineering will continue robustness improvements.

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Tuesday, October 30, 2001 11:24 AM  
**To:** McDonagh, Scot (S.M.); Kromberg, Arnold (A.W.); Klein, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.); Kromberg, Arnold (A.W.); Amatoangelo, Vince (V.F.); Baltusik, Paul (P.A.); Richard.Pitt@nav-international.com; Smith, Ryan (R.E.); West, Gregory (G.S.); ds@arpsa@waco.com; jmlera@waco.com; lpytle@waco.com; Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

Hi everyone.

I think we found the problem. I think that the customer has bent the AP Assy so that the sensor voltage will go too high. I recorded it as high as 4.54 volts with the NGS graphing function. We bent the "mechanical stop" back some so it would not go that high. That seemed to take care of it for us, but for the customer, the service manager is going to add a little reinforcement to the AP Assy so that it will not get bent back again.

Thanks Arnold for your specs. That is exactly what I was looking for. I think we can say root cause on this one is customer abuse.

I included a picture of the NGS so you can see what the AP and RPM does at time of concern. The concern was the large time lag between WOT and actual RPM response. I'm guessing that the PGM will not respond if the voltage goes out of range and that was causing the lag.

Thanks for your help!!

<< File: MVC-002F.JPG >>

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: deberha2@ford.com

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Monday, October 29, 2001 7:20 AM  
**To:** Kromberg, Arnold (A.W.); Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
**Subject:** RE: P0123 Assistance 7.3L

Thanks Arnold-

**Dan- Please advise if Customer concern has been corrected.**

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

**From:** Kromberg, Arnold (A.W.)  
**Sent:** Monday, October 29, 2001 8:06 AM

To: McDonagh, Scot (S.M.); Eberhart, David (D.G.)  
Subject: RE: P0123 Assistance 7.3L

We haven't seen any problems of this sort through our development. I'm sure it has already been checked, but possible connection issue at the pedal sensor comes to mind. Possible maybe that there is some "flex" or side load type of thing going on ?

The criteria to set a P0123 is as follows; the PCM looks at the voltage from the AP signal circuit on pin 89. If sensor voltage is > 4.5V, for >.2 seconds then the P0123 is set. An open in the signal circuit or an open in the AP ground (pin 24) circuit would also cause this type of voltage condition.

The PID for AP can be monitored with the NGS or WDS if you want to look at what the pedal sensor is reading.

Regards,

**Arnold Kromberg**

PTSE - Diesel Powertrain Calibration  
Ph: 313-248-8288 Fax: 313-337-1712 Pager: 888-442-0255  
E-Mail: akromber@ford.com

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

From: McDonagh, Scot (S.M.)  
Sent: Wednesday, October 24, 2001 12:42 PM  
To: Kromberg, Arnold (A.W.)  
Subject: FW: P0123 Assistance 7.3L

**Hi Arnold- What do you think ?? Have you experienced this before ??**

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

From: Eberhart, David (D.G.)  
Sent: Wednesday, October 24, 2001 12:14 PM  
To: McDonagh, Scot (S.M.); Kohn, Mark (M.A.)  
Cc: Patel, Sam (S.N.)  
Subject: RE: P0123 Assistance 7.3L

Scot, Mark,

Here is the truck.

CSQI002      CQIS Indicator Summary      10/24/01 11:59:41      1 of 1

⇒

Rpt#: 1IDG8028 NHL      Rpt: 09/04/2001 Odom: 16,429 M  
Rvwrd: File: \_ Folder: \_ Images: 0 Print Smy/Disp Detail(P/D): \_  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP      3FTNW21F91      Bld: 03/01/2001  
Engine: 7.3L DI      Calb: 1F719S0A Trans: 4R100 D      Axle:      A/C: YES  
Dealer Id: 05865      Watson Quality Ford      Ph#: (601) 858-7000  
State: Mississippi      City: Jackson      Orig/Callr: EDDIE GRIFFIN  
Symptom: 6 11 5 00 DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Addl Sym: P0123 DEAD PEDAL      SI: CCRG/EPRC: \_ Rvwrd: Dt  
Fix      Caus: Comp:      -      Condition Code:  
Hotliner: AAYOTTE      Phone: 313 317-9348      Regn Cd: 23      Memphis - 23  
Engineering:      Phone:      TAR:  
Dir Contact:      Phone:      Title Cde: T  
REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR  
AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN.  
HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE

RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPENI

NG DURING NORMAL DRIVING

ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FC8D - REG - MEMPHIS  
INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123  
SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER  
REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I  
COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT  
HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

The Dealer Principal and Service Manager have been able to get this to happen on various other trucks. I thought it was normal because it was simulating an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how this guy is driving.

By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred rpm, then drop to idle.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

From: McDonagh, Scott (S.M.)  
Sent: Wednesday, October 24, 2001 10:53 AM  
To: Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
Cc: Patel, Sam (S.M.)  
Subject: RE: P0123 Assistance 7.3L  
Importance: High

Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the Hotline and he would like you to contact him at 1-800-826-4694 or 313-317-9337 (Direct). What is the Model Year and vehicle Build data ?? This vehicle may have an ETC issue we have corrected for 2001 MY. Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shack Tower normally causing 12 volt input into 5 Volt circuit and toasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (B) trucks !! We will resolve.  
Thank you

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

From: Eberhart, Daniel (D.G.)  
Sent: Wednesday, October 24, 2001 11:43 AM  
To: McDonagh, Scott (S.M.)



Subject: P0123 Assistance 7.3L

~~CONFIDENTIAL~~

Scott,

I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

I have a customer at Watson Quality Ford (6130 I55 N. Jackson MS 39211, P&A 05865) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 601-956-7000. Service Manager Kenry Strickland.

He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparently this is how he drives. He says that it will happen from a stop or while accelerating for passing.

This customer works for a construction company that is planning on purchasing 8 Super Duty trucks in the next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

I need to know what conditions will set a P0123 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the parameters for the code to set.

Thanks for your help.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

**CONFIDENTIAL**

---

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Wednesday, October 31, 2001 2:06 PM  
**To:** Kramer, Larry (L.D.)  
**Cc:** Zizman, Kirk (K.)  
**Subject:** FW: P0123 Assistance 7.3L

FYI - fixed another one at Watson. Saved sale on approx 6 to 10 super duty's.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberhta2@ford.com](mailto:deberhta2@ford.com)

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

**From:** McDonagh, Scott (S.M.)  
**Sent:** Tuesday, October 30, 2001 10:50 AM  
**To:** Eberhart, Daniel (D.G.); Kromberg, Arnold (A.W.); Klein, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.); Kromberg, Arnold (A.W.); Amastangelo, Vince (V.F.); Baltusis, Paul (P.A.); [Richard.Platk@nav-international.com](mailto:Richard.Platk@nav-international.com); Smith, Ryan (R.E.); West, Gregory (G.S.); [billings@wmc.com](mailto:billings@wmc.com); [jmlers@wmc.com](mailto:jmlers@wmc.com); [kpyle@wmc.com](mailto:kpyle@wmc.com); Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

**Dan-** We have seen other field failures due to side loading/lever arm deflection.

**Williams Control-** Please provide update for pedal robustness improvements. Last update was (20) weeks for supplier tooling.

Thank you,

**Williams Control ETC Pedal Failures**

**Pyle-Mier-Sillanpaa-West**

Testing of the new 3.5mm bracket showed no significant improvement in the voltage loss/shift on ETC pedals. The acceptance stamp location has been moved from the lever to the lower front leg of the bracket. This will eliminate a portion of the voltage loss due to the lever arm being deflected. No additional warranty returns have been received after the 5/2/01 clean date. FEU Fleet vehicles retrofitted with post clean date ETC pedals have had no failures- Per Jeff Christensen. WC Engineering will continue robustness improvements.

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Tuesday, October 30, 2001 11:24 AM  
**To:** McDonagh, Scott (S.M.); Kromberg, Arnold (A.W.); Klein, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.); Kromberg, Arnold (A.W.); Amastangelo, Vince (V.F.); Baltusis, Paul (P.A.); [Richard.Platk@nav-international.com](mailto:Richard.Platk@nav-international.com); Smith, Ryan (R.E.); West, Gregory (G.S.); [billings@wmc.com](mailto:billings@wmc.com); [jmlers@wmc.com](mailto:jmlers@wmc.com); [kpyle@wmc.com](mailto:kpyle@wmc.com); Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

Hi everyone.

I think we found the problem. I think that the customer has bent the AP assy so that the sensor voltage will go too high. I recorded it as high as 4.54 volts with the NGS graphing function. We bent the "mechanical stop" back some so it would not go that high. That seemed to take care of it for us, but for the customer, the service manager is going to add a little reinforcement to the AP assy so that it will not get bent back again.

Thanks Arnold for your specs. That is exactly what I was looking for. I think we can say root cause on this one is customer abuse.

I included a picture of the NGS so you can see what the AP and RPM does at time of concern. The concern was the large time lag between WOT and actual RPM response. I'm guessing that the PCM will not respond if the voltage goes out of range and that was causing the lag.

Thanks for your help!

<< File: MVC-002F.JPG >>  
Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

From: McDonagh, Scott (S.M.)  
Sent: Monday, October 29, 2001 7:20 AM  
To: Kronberg, Arnold (A.W.); Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
Subject: RE: P0123 Assistance 7.3L

Thanks Arnold-

**Dan- Please advise if Customer concern has been corrected.**

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

From: Kronberg, Arnold (A.W.)  
Sent: Monday, October 29, 2001 8:06 AM  
To: McDonagh, Scott (S.M.); Eberhart, Daniel (D.G.)  
Subject: RE: P0123 Assistance 7.3L

We haven't seen any problems of this sort through our development. I'm sure it has already been checked, but possible connection issue at the pedal sensor comes to mind. Possible maybe that there is some "flex" or side load type of thing going on?

The criteria to set a P0123 is as follows; the PCM looks at the voltage from the AP signal circuit on pin 89. If sensor voltage is > 4.5V, for >.2 seconds then the P0123 is set. An open in the signal circuit or an open in the AP ground (pin 24) circuit would also cause this type of voltage condition.

The PID for AP can be monitored with the NGS or WDS if you want to look at what the pedal sensor is reading.

Regards,

**Arnold Kromberg**

PTSE - Diesel Powertrain Calibration

Ph: 313-248-9280 Fax: 313-337-1712 Pager: 888-442-0255

E-Mail: akromber@ford.com

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

From: McDonagh, Scot (S.M.)  
Sent: Wednesday, October 24, 2001 12:42 PM  
To: Kromberg, Arnold (A.W.)  
Subject: FW: P0123 Assistance 7.3L

**Hi Arnold- What do you think ?? Have you experienced this before ??**

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

From: Eberhart, Daniel (D.G.)  
Sent: Wednesday, October 24, 2001 12:14 PM  
To: McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
Cc: Patel, Sara (S.M.)  
Subject: RE: P0123 Assistance 7.3L

Scot, Mark,

Here is the truck.

CSQI002                      CQIS Indicator Summary                      10/24/01 11:58:41                      1 of 1

Rpt#: 11DG8028 NHL                      Rpt: 09/04/2001 Odom: 16,429 M  
Rvw'd: File:    Folder:                      Images: 0 Print Smy/Disp Detail(P/D):  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP    3FTNW21F91M                      Bkt: 03/01/2001  
Engine: 7.3L DI    Calb: 1F71990A    Trans: 4R100 D    Axle:                      A/C: YES  
Dealer Id: 05985    Watson Quality Ford                      Ph#: (801) 958-7000  
State: Mississippi    City: Jackson                      Orig/Caller: EDDIE GRIFFIN  
Symptom: 8 11 5 00 DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Addl Sym: P0123 DEAD PEDAL                      St: CCRG/EPRC:    Rvw'd: Dt:  
Fix    Caus. Comp:                      --                      Condition Code:  
Hotliner: AAYOTTE    Phone: 313 317-9348    Regn Cd: 23    Memphis - 23  
Engineering:                      Phone:                      TAR:  
Dir Contact:                      Phone:                      Title Cde: T  
REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR  
AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN.  
HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE  
RECOMM    ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT  
HAPPENI  
NG DURING NORMAL DRIVING  
ADD-ON    09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS  
INSPECTED VEHICLE COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123  
SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER  
REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I  
COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT  
HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

The Dealer Principal and Service Manager have been able to get this to happen on various other trucks. I thought it was normal because it was simulating an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how...

this guy is driving.

By the way, the AP Assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred rpm, then drop to idle.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-8032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

From: McDonagh, Scot (S.M.)  
Sent: Wednesday, October 24, 2001 10:53 AM  
To: Eberhart, David (D.G.); Klein, Mark (M.A.)  
Cc: Patel, Sam (S.N.)  
Subject: RE: P0123 Assistance 7.3L  
Importance: High

Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the Hotline and he would like you to contact him at 1-800-828-4894 or 313-317-9337 (Direct). What is the Model Year and vehicle Build date ?? This vehicle may have an ETC issue we have corrected for 2001 MY . Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shock Tower normally causing 12 volt input into 5 Volt circuit and toasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (6) trucks !! We will resolve. Thank you

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

From: Eberhart, David (D.G.)  
Sent: Wednesday, October 24, 2001 11:43 AM  
To: McDonagh, Scot (S.M.)  
Subject: P0123 Assistance 7.3L

Scot,

I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

I have a customer at Watson Quality Ford (6130 I55 N. Jackson MS 39211, F&A 05965) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 601-656-7000. Service Manager Kenny Strickland.

He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparently this is how he drives. He says that it will happen from a stop or while accelerating for passing.

This customer works for a construction company that is planning on purchasing 6 Super Duty trucks in the

next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

I need to know what conditions will set a P0123 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the parameters for the code to set.

Thanks for your help.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

**RELIA**

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Wednesday, October 31, 2001 1:54 PM  
**To:** Hull, Barrett (B.); Bhalis, Ketan (K.); Gebhardt, Robert (R.)  
**Subject:** FW: P0123 Assistance 7.3L

FYI... Sorry I forgot you guys...

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

**From:** McDonogh, Scot (S.M.)  
**Sent:** Tuesday, October 30, 2001 10:50 AM  
**To:** Eberhart, Daniel (D.G.); Kromberg, Arnold (A.W.); Keln, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.); Kromberg, Arnold (A.W.); Amistangelo, Vince (V.F.); Balazis, Paul (P.A.); Richard.Patel@nav-international.com; Smith, Ryan (R.E.); West, Gregory (G.S.); ybillanpae@wmco.com; jmilars@wmco.com; tpyle@wmco.com; Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

**Dan- We have seen other field failures due to side loading/lever arm deflection.**

**Williams Control- Please provide updates for pedal robustness improvements. Last update was (20) weeks for supplier tooling.**

**Thank you.**

**Williams Control ETC Pedal Failures**

**Pyle-Mier-Sillanpae-West**

Testing of the new 3.5mm bracket showed no significant improvement in the voltage loss/shift on ETC pedals. The acceptance stamp location has been moved from the lever to the lower front leg of the bracket. This will eliminate a portion of the voltage loss due to the lever arm being deflected. No additional warranty returns have been received after the 5/2/01 clean date. FEU Fleet vehicles retrofitted with post clean date ETC pedals have has no failures- Per Jeff Christensen. WC Engineering will continue robustness improvements.

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

**From:** Eberhart, Daniel (D.G.)  
**Sent:** Tuesday, October 30, 2001 11:24 AM  
**To:** McDonogh, Scot (S.M.); Kromberg, Arnold (A.W.); Keln, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.); Kromberg, Arnold (A.W.); Amistangelo, Vince (V.F.); Balazis, Paul (P.A.); Richard.Patel@nav-international.com; Smith, Ryan (R.E.); West, Gregory (G.S.); ybillanpae@wmco.com; jmilars@wmco.com; tpyle@wmco.com; Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

Hi everyone.

I think we found the problem. I think that the customer has bent the AP Assy so that the sensor voltage will go too high. I recorded it as high as 4.54 volts with the NGS graphing function. We bent the "mechanical stop" back some so it would not go that high. That seemed to take care of it for us, but for the customer, the service manager is going to add a little reinforcement to the AP Assy so that it will not get bent back again.

Thanks Arnold for your specs. That is exactly what I was looking for. I think we can say root cause on this one is customer abuse.

I included a picture of the NGS so you can see what the AP and RPM does at time of concern. The concern was the large time lag between WOT and actual RPM response. I'm guessing that the PCM will not respond if the voltage goes out of range and that was causing the lag.

Thanks for your help!

<< File: MVC-002F.JPG >>

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area CS - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

From: McDonagh, Scot (S.M.)  
Sent: Monday, October 29, 2001 7:20 AM  
To: Kromberg, Arnold (A.W.); Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
Subject: RE: P0123 Assistance 7.3L

Thanks Arnold-

Dan- Please advise if Customer concern has been corrected.

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

From: Kromberg, Arnold (A.W.)  
Sent: Monday, October 29, 2001 8:06 AM  
To: McDonagh, Scot (S.M.); Eberhart, Daniel (D.G.)  
Subject: RE: P0123 Assistance 7.3L

We haven't seen any problems of this sort through our development. I'm sure it has already been checked, but possible connection issue at the pedal sensor comes to mind. Possible maybe that there is some "flex" or side load type of thing going on ?

The criteria to set a P0123 is as follows; the PCM looks at the voltage from the AP signal circuit on pin 89. If sensor voltage is > 4.5V, for >.2 seconds then the P0123 is set. An open in the signal circuit or an open in the AP ground (pin 24) circuit would also cause this type of voltage condition.

The PID for AP can be monitored with the NGS or WDS if you want to look at what the pedal sensor is reading.

Regards,

**Arnold Kromberg**  
PTSE - Diesel Powertrain Calibration  
Ph: 313-248-9289 Fax: 313-337-1712 Pager: 888-442-0255  
E-Mail: [akromber@ford.com](mailto:akromber@ford.com)

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

From: McDonagh, Scot (S.M.)  
Sent: Wednesday, October 24, 2001 12:42 PM  
To: Kromberg, Arnold (A.W.)



Subject: FW: P0123 Assistance 7.3L

**Hi Arnold- What do you think ?? Have you experienced this before ??**

—Original Message—

From: Eberhart, Daniel (D.G.)  
Sent: Wednesday, October 24, 2001 12:14 PM  
To: McDonagh, Scott (S.M.); Kelt, Mark (M.A.)  
Cc: Patel, Sam (S.M.)  
Subject: RE: P0123 Assistance 7.3L

Scott, Mark,

Here is the truck.

CSQI002      CQIS Indicator Summary      10/24/01 11:59:41      1 of 1

Rpt#: 1IDG8028 NHL      Rpt: 09/04/2001 Odom: 16,429 MI  
Rvw: File: Folder:      Images: 0 Print Smy/Disp Detail(P/D):  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP      3FTMW21F91M      Bld: 03/01/2001  
Engine: 7.3L DI      Calb: 1F71980A Trans: 4R100 D      Axle:      A/C: YES  
Dealer Id: 05965      Watson Quality Ford      Ph#: (601) 958-7000  
State: Mississippi      City: Jackson      Orig/Caller: EDDIE GRIFFIN  
Symptom: 6 11 5 00      DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Addl Sym: P0123 DEAD PEDAL      St: CGRQ/EPRC:      Rvw: D:  
Flc      Cause: Comp:      Condition Code:  
Hotliner: AAYOTTE      Phone: 313 317-9348      Regn Cd: 23      Memphis - 23  
Engineering:      Phone:      TAR:  
Dir Contact:      Phone:      Title Cde: T  
REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR  
AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN.  
HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE  
RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT  
HAPPENI  
NG DURING NORMAL DRIVING  
ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS  
INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123  
SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER  
REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I  
COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT  
HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

The Dealer Principal and Service Manager have been able to get this to happen on various other trucks. I thought it was normal because it was simulating an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how this guy is driving.

By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred rpm, then drop to idle.

Regards,

Den Eberhart  
Customer Service Engineer

Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: deberha2@ford.com

**BLANK**

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

From: McDonagh, Scot (S.M.)  
Sent: Wednesday, October 24, 2001 10:53 AM  
To: Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
Cc: Patel, Sam (S.N.)  
Subject: RE: P0123 Assistance 7.3L  
Importance: High

**Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the Hotline and he would like you to contact him at 1-800-826-4894 or 313-317-9337 (Direct). What is the Model Year and vehicle Build date ?? This vehicle may have an ETC issue we have corrected for 2001 MY . Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shock Tower normally causing 12 volt input into 5 Volt circuit and taasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (6) trucks !! We will resolve. Thank you**

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

From: Eberhart, Daniel (D.G.)  
Sent: Wednesday, October 24, 2001 11:43 AM  
To: McDonagh, Scot (S.M.)  
Subject: P0123 Assistance 7.3L

Scot,

I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

I have a customer at Watson Quality Ford (6130 I56 N. Jackson MS 39211, P&A 05965) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 801-956-7000. Service Manager Kenny Strickland.

He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparantly this is how he drives. He says that it will happen from a stop or while accelerating for passing.

This customer works for a construction company that is planning on purchasing 6 Super Duty trucks in the next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

I need to know what conditions will set a P0123 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the paramaters for the code to set.

Thanks for your help.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 801-753-3032  
Email: [debarha2@ford.com](mailto:debarha2@ford.com)

**McDonagh**

---

**From:** McDonagh, Scot (S.M.)  
**Sent:** Tuesday, October 30, 2001 11:50 AM  
**To:** Eberhart, Daniel (D.G.); Kromberg, Arnold (A.W.); Klein, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.); Kromberg, Arnold (A.W.); Amatangelo, Vincent (V.F.); Baltusis, Paul (P.A.); 'Richard.Ptak@nav-international.com'; Smith, Ryan (R.E.); West, Gregory (G.S.); 'dsillarppaa@wmco.com'; 'jmiers@wmco.com'; 'tpyle@wmco.com'; Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

**Don- We have seen other field failures due to side loading/lever arm deflection.**

**Williams Control- Please provide update for pedal robustness improvements. Last update was (20) weeks for supplier tooling.**

**Thank you.**

**Williams Control ETC Pedal Failures Pyle-Mier-Sillarppaa-West**  
**Testing of the new 3.5mm bracket showed no significant improvement in the voltage loss/shift on ETC pedals. The acceptance stamp location has been moved from the lever to the lower front leg of the bracket. This will eliminate a portion of the voltage loss due to the lever arm being deflected. No additional warranty returns have been received after the 5/2/01 clean date. FEU Fleet vehicles retrofitted with post clean date ETC pedals have has no failures- Per Jeff Christensen. WC Engineering will continue robustness improvements.**

-----Original Message-----  
**From:** Eberhart, Daniel (D.G.)  
**Sent:** Tuesday, October 30, 2001 11:24 AM  
**To:** McDonagh, Scot (S.M.); Kromberg, Arnold (A.W.); Klein, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.); Kromberg, Arnold (A.W.); Amatangelo, Vince (V.F.); Baltusis, Paul (P.A.); 'Richard.Ptak@nav-international.com'; Smith, Ryan (R.E.); West, Gregory (G.S.); 'dsillarppaa@wmco.com'; 'jmiers@wmco.com'; 'tpyle@wmco.com'; Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

Hi everyone.

I think we found the problem. I think that the customer has bent the AP Assy so that the sensor voltage will go too high. I recorded it as high as 4.54 volts with the NGS graphing function. We bent the "mechanical stop" back some so it would not go that high. That seemed to take care of it for us, but for the customer, the service manager is going to add a little reinforcement to the AP Assy so that it will not get bent back again.

Thanks Arnold for your specs. That is exactly what I was looking for. I think we can say root cause on this one is customer abuse.

I included a picture of the NGS so you can see what the AP and RPM does at time of concern. The concern was the large time lag between WOT and actual RPM response. I'm guessing that the PCM will not respond if the voltage goes out of range and that was causing the lag.

Thanks for your help!

<< File: MVC-002F.JPG >>

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

From: McDonagh, Scot (S.M.)  
Sent: Monday, October 29, 2001 7:20 AM  
To: Kromberg, Arnold (A.W.); Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
Subject: RE: P0123 Assistance 7.3L

**Thanks Arnold-**

**Dan- Please advise if Customer concern has been corrected.**

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

From: Kromberg, Arnold (A.W.)  
Sent: Monday, October 29, 2001 8:06 AM  
To: McDonagh, Scot (S.M.); Eberhart, Daniel (D.G.)  
Subject: RE: P0123 Assistance 7.3L

We haven't seen any problems of this sort through our development. I'm sure it has already been checked, but possible connection issues at the pedal sensor comes to mind. Possible maybe that there is some "flex" or side load type of thing going on ?

The criteria to set a P0123 is as follows: the PCM looks at the voltage from the AP signal circuit on pin 88. If sensor voltage is > 4.5V, for >.2 seconds then the P0123 is set. An open in the signal circuit or an open in the AP ground (pin 24) circuit would also cause this type of voltage condition.

The PID for AP can be monitored with the NGB or WDS if you want to look at what the pedal sensor is reading.

Regards,

**Arnold Kromberg**  
FTSE - Diesel Powertrain Calibration  
Ph: 313-248-8288 Fax: 313-337-1712 Pager: 888-442-0255  
E-Mail: [akromber@ford.com](mailto:akromber@ford.com)

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

From: McDonagh, Scot (S.M.)  
Sent: Wednesday, October 24, 2001 12:42 PM  
To: Kromberg, Arnold (A.W.)  
Subject: FW: P0123 Assistance 7.3L

**Hi Arnold- What do you think ?? Have you experienced this before ??**

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

From: Eberhart, Daniel (D.G.)

Sent: Wednesday, October 24, 2001 12:14 PM  
To: McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
Cc: Patel, Sam (S.M.)  
Subject: RE: P0123 Assistance 7.3L

Scot, Mark,

Here is the truck.

CSQ1002                      CQIS Indicator Summary                      10/24/01 11:59:41                      1 of 1

Rpt#: 1IDG8028 NHL                      Rpt: 09/04/2001 Odom: 16,429 M  
Rvwcd: File: Folder:                      Images: 0 Print Srvy/Disp Detail(P/D):  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP                      3FTNW21F91M                      Bld: 03/01/2001  
Engine: 7.3L DI                      Cdb: 1F71990A                      Trans: 4R100 D                      A/c: YES  
Dealer Id: 05966                      Watson Quality Ford                      Ph#: (801) 958-7000  
State: Mississippi                      City: Jackson                      Orig/Callr: EDDIE GRIFFIN  
Symptom: 8 11 5 00                      DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Addl Sym: P0123 DEAD PEDAL                      St: CCRG/EPRC:                      Rvwcd: Dt:  
Fix: Caus. Comp:                      -                      Condition Code:  
Hotliner: AAYOTTE                      Phone: 313 317-9348                      Regn Cdt: 29                      Memphis - 23  
Engineering:                      Phone:                      TAR:  
Dir Contact:                      Phone:                      Title Cde: T  
REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR AS QUICK AS YOU CAN TAKES ALOT OF TRIES TO GET THIS TO HAPPEN. HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE  
RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPENI  
NG DURING NORMAL DRIVING  
ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123 SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

The Dealer Principal and Service Manager have been able to get this to happen on various other trucks. I thought it was normal because it was simulating an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how this guy is driving.

By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred rpm, then drop to idle.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

From: McDonagh, Scot (S.M.)  
Sent: Wednesday, October 24, 2001 10:53 AM  
To: Eberhart, David (D.G.); Klein, Mark (M.A.)  
Cc: Patal, Sam (S.N.)  
Subject: RE: P0123 Assistance 7.3L  
Importance: High

Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the Hotline and he would like you to contact him at 1-800-826-4694 or 313-317-9337 (Direct). What is the Model Year and vehicle Build date ?? This vehicle may have an ETC issue we have corrected for 2001 MY . Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shock Tower normally causing 12 volt input into 5 Volt circuit and toasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (6) trucks !! We will resolve. Thank you

----- Original Message -----  
From: Eberhart, David (D.G.)  
Sent: Wednesday, October 24, 2001 11:43 AM  
To: McDonagh, Scot (S.M.)  
Subject: P0123 Assistance 7.3L

Scot,

I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

I have a customer at Watson Quality Ford (6130 I55 N. Jackson MS 39211, P&A 06965) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 601-956-7000. Service Manager Kenny Strickland.

He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparently this is how he drives. He says that it will happen from a stop or while accelerating for passing.

This customer works for a construction company that is planning on purchasing 6 Super Duty trucks in the next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

I need to know what conditions will set a P0123 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the parameters for the code to set.

Thanks for your help.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region

Phone: 801-753-3032  
Email: [deberta2@ford.com](mailto:deberta2@ford.com)



**From:** Eberhart, Daniel (D.G.)  
**Sent:** Tuesday, October 30, 2001 11:24 AM  
**To:** McDonagh, Scot (S.M.); Kromberg, Arnold (A.W.); Klein, Mark (M.A.)  
**Cc:** Patel, Sam (S.N.); Kromberg, Arnold (A.W.); Amatangelo, Vincent (V.F.); Bakusis, Paul (P.A.); Richard.Ptak@nav-international.com; Smith, Ryan (R.E.); West, Gregory (G.S.); 'dallenpaa@wmco.com'; 'miers@wmco.com'; 'kyle@wmco.com'; Christensen, Jeff (J.S.); Williams Jr., James (J.P.); Williams, Brent (B.A.)  
**Subject:** RE: P0123 Assistance 7.3L

Hi everyone.

I think we found the problem. I think that the customer has bent the AP assy so that the sensor voltage will go too high. I recorded it as high as 4.54 volts with the NGS graphing function. We bent the "mechanical stop" back some so it would not go that high. That seemed to take care of it for us, but for the customer, the service manager is going to add a little reinforcement to the AP assy so that it will not get bent back again.

Thanks Arnold for your specs. That is exactly what I was looking for. I think we can say root cause on this one is customer abuse.

I included a picture of the NGS so you can see what the AP and RPM does at time of concern. The concern was the large time lag between WOT and actual RPM response. I'm guessing that the PCM will not respond if the voltage goes out of range and that was causing the lag.

Thanks for your help!!



MVC-002F.JPG  
G

Regards,

Den Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-733-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

**From:** McDonagh, Scot (S.M.)  
**Sent:** Monday, October 29, 2001 7:20 AM  
**To:** Kromberg, Arnold (A.W.); Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
**Subject:** RE: P0123 Assistance 7.3L

**Thanks Arnold-**

**Den- Please advise if Customer concern has been corrected.**

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

**From:** Kromberg, Arnold (A.W.)  
**Sent:** Monday, October 29, 2001 8:06 AM

To: McDonagh, Scot (S.M.); Eberhart, Daniel (D.G.)  
Subject: RE: P0123 Assistance 7.3L

We haven't seen any problems of this sort through our development. I'm sure it has already been checked, but possible connection issue at the pedal sensor comes to mind. Possible maybe that there is some "flex" or side load type of thing going on ?

The criteria to set a P0123 is as follows; the PCM looks at the voltage from the AP signal circuit on pin 89. If sensor voltage is > 4.5V, for >.2 seconds then the P0123 is set. An open in the signal circuit or an open in the AP ground (pin 24) circuit would also cause this type of voltage condition.

The PID for AP can be monitored with the NGS or WDS if you want to look at what the pedal sensor is reading.

Regards,

**Arnold Kromberg**

PTSE - Diesel Powertrain Calibration

Ph: 913-248-9289 Fax: 313-337-1712 Pager: 866-442-0255

E-Mail: akromber@ford.com

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

From: McDonagh, Scot (S.M.)  
Sent: Wednesday, October 24, 2001 12:42 PM  
To: Kromberg, Arnold (A.W.)  
Subject: RE: P0123 Assistance 7.3L

**Hi Arnold- What do you think ?? Have you experienced this before ??**

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

From: Eberhart, Daniel (D.G.)  
Sent: Wednesday, October 24, 2001 12:14 PM  
To: McDonagh, Scot (S.M.); Klein, Mark (M.A.)  
Cc: Patel, Sam (S.N.)  
Subject: RE: P0123 Assistance 7.3L

Scot, Mark,

Here is the truck.

CSQI002                      CQIS Indicator Summary                      10/24/01 11:59:41                      1 of 1

---

Rpt#: 11DG8028 NHL                      Rpt: 09/04/2001 Odom: 16,429 M  
Rvw: File: \_ Folder: \_ Images: 0 Print Smy/Disp Detail(P/D): \_  
Vehicle: 2001 F250 4X4,CRW CAB,PICKUP                      3FTNW21F91M                      Bld: 03/01/2001  
Engine: 7.3L DI                      Calb: 1F71990A                      Trans: 4R100 D                      Axle:                      A/C: YES  
Dealer Id: 05965                      Watson Quality Ford                      Ph#: (801) 966-7000  
State: Mississippi                      City: Jackson                      Orig/Caller: EDDIE GRIFFIN  
Symptom: 8 11 5 00                      DRVABL,HES/STUMBLE,ACCELERATION,OTHER-CODE NA  
Add Sym: P0123 DEAD PEDAL                      St: CCRG/EPRC: \_                      Rvw: Dt:  
Fix: Caus. Comp:                      -                      Condition Code:  
Hotliner: AAYOTTE                      Phone: 313 317-9348                      Regn Cd: 23                      Memphis - 23  
Engineering:                      Phone:                      TAR:  
Dir Contact:                      Phone:                      Title Cde: T  
REPAIR TECH STATES THAT WILL INTER SET A P0123 IF YOU HIT THE AP TO THE FLOOR  
AS QUICK AS YOU CAN. TAKES ALOT OF TRIES TO GET THIS TO HAPPEN.  
HAS REPLACED AP TWICE. IS VERY HARD TO DUPLICATE

RECOMM ADVISE TRY TO GET TO OCCUR ON ANOTHER UNIT. VERIFY CONCERN NOT HAPPEN

NG DURING NORMAL DRIVING

ADD-ON 09/04/2001 07:42PM DANIEL EBERHART(FSE) MSS - FCSD - REG - MEMPHIS  
INSPECTED VEHICLE. COMPARED TO LIKE. WHEN STOMPING AP TO FLOOR, P0123  
SETS AND ENGINE DOES NOT REV. NORMAL CHARACTERISTIC. ADVISE NO FURTHER  
REPAIRS NECESSARY. MUST STOMP PEDAL TO FLOOR VERY VERY QUICKLY. I  
COULD NOT GET IT TO HAPPEN BUT THE TECH CAN DUPLICATE IT ABOUT  
HALF OF THE TIME ON CUSTOMER VEHICLE AND STOCK UNIT.

The Dealer Principal and Service Manager have been able to get this to happen on various other trucks. I thought it was normal because it was simulating an open circuit and the PCM was preventing unintended acceleration. Are you supposed to be able to jab it to the floor and have it rev up? I can't even get it to do it, but I've seen the tech do it. Even if it is supposed to rev no matter what, I would still call it abusive how this guy is driving.

By the way, the AP assy has been replaced two times. No change in operation. Also, it doesn't seem to happen on tip-in. You have to jab it quick to the floor and hold it. The engine will usually rev a few hundred rpm, then drop to idle.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)

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

From: McDonagh, Scott (S.M.)  
Sent: Wednesday, October 24, 2001 10:53 AM  
To: Eberhart, Daniel (D.G.); Klein, Mark (M.A.)  
Cc: Patel, Sam (S.M.)  
Subject: RE: P0123 Assistance 7.3L  
Importance: High

Dan- I called back and left a message on your Cell phone. I spoke with Mark Klein at the Hotline and he would like you to contact him at 1-800-826-4894 or 313-317-9337 (Direct). What is the Model Year and vehicle Build date ?? This vehicle may have an ETC issue we have corrected for 2001 MY. Also, we have an ETC Pedal issue on 2002 MY P-131's with wires chaffing on the Shock Tower normally causing 12 volt input into 5 Volt circuit and toasting the Pedal assembly. Mark and his Team are your best resource for the Voltage/Delta questions. Let me know that we have resolution on this. I don't want the customer to visit GM or DC for the (G) trucks !! We will resolve. Thank you

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

From: Eberhart, Daniel (D.G.)  
Sent: Wednesday, October 24, 2001 11:43 AM  
To: McDonagh, Scott (S.M.)

Subject: P0123 Assistance 7.3L

Scot,

I left you a voice mail, but I wanted to send you a note in case you need to forward it on to your team.

I have a customer at Watson Quality Ford (6130 I55 N. Jackson MS 39211, P&A 05965) that is setting a P0123 on his 7.3L. P&S Director RJ Pizzalato Phone 601-956-7000. Service Manager Kenny Strickland.

He sets the P0123 code by jabbing the Accelerator Pedal down very very quickly. Apparently this is how he drives. He says that it will happen from a stop or while accelerating for passing.

This customer works for a construction company that is planning on purchasing 8 Super Duty trucks in the next two months. This guy has made a big deal out of this concern to the owner of the company and this may influence his buying decision.

I have driven the vehicle myself, and when driven like a normal human being drives, it works perfectly fine. However, when driven abusively it will not respond to the AP.

I need to know what conditions will set a P0123 code for AP. Something like Delta AP volts => X volts in X milliseconds sets code is fine. I just need the parameters for the code to set.

Thanks for your help.

Regards,

Dan Eberhart  
Customer Service Engineer  
Market area C3 - Southern Mississippi  
Ford Customer Service Division - Memphis Region  
Phone: 901-753-3032  
Email: [deberha2@ford.com](mailto:deberha2@ford.com)