U.S. Department of Transportation

National Highway Traffic Safety Administration

ODI RESUME

Investigation: EA05-003
Prompted By: PE04-070, Consumer Complaints
Date Opened: 02/15/2005 Date Closed: 11/02/2005
Principal Investigator: Scott Yon
Subject: Engine Stalling

Manufacturer: Ford Motor Company
Products: MY 2003 - 2004 Ford F-Super Duty/Excursion with 6.0L Diesel
Population: 393,876

Problem Description: The engine stalls and may or may not restart.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	134	2,900*	2,943
Crashes/Fires:	5	20	23
Injury Incidents:	2	4	5
# Injuries:	5	4	8
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other:	0	9,000*	9,000

Description of Other: Warranty claims for engine stalling.

Action: This Engineering Analysis is closed. Recall 05V-270.

Engineer: *D. Scott Yon* 11/2/05 Date: *11/02/2005*
Div. Chief: *Jeffrey L. Quandt* Date: *11/02/2005*
Office Dir.: *Kathleen C. DeMeter* Date: *11/02/2005*

Summary: In a June 7, 2005 letter, Ford notified ODI that it would be conducting a safety recall of approximately 180,000 Ford F-Super Duty, Excursion and E-Series vehicles equipped with 6.0L diesel engines to correct two wiring related conditions that could result in engine stall (NHTSA Recall No. 05V-270, Ford No. 05S34). The affected vehicles were built between September 29, 2003 and May 31, 2004. According to Ford, vehicles with the conditions may stall without warning and may or may not restart. Ford will instruct owners of vehicles included in the recall to take their vehicles to a dealer to have the Fuel Injector Control Module wire harness upgraded or replaced and or have a new Injection Control Pressure sensor connector installed.

During a May 2005 presentation to ODI, Ford identified a number of potential failure mechanisms that could affect engine performance in various segments of the subject vehicle population, including the wiring conditions addressed by 05V-270. The wiring conditions, which both affect engine fueling, were the most likely conditions to result in engine stall. The recalled vehicles comprise approximately 43% of the subject vehicle population and account for 75 of the 113 ODI reports that have a valid VIN (66%). The VOQ complaint rate for the recall population is 45/100k while the rate for vehicles outside the recall population is 17/100k and their trend (by date of receipt) is declining.

Based on the analysis, ODI believes Ford's actions are sufficient to address the current safety risks and the investigation is thus closed. The closing of this investigation does not constitute a finding by NHTSA that a safety related defect does not exist. Further action will be taken if warranted by future circumstances.

* - Estimated number of vehicles incurring engine stall, see Summary Report for further information.