

Howell, Rosa <NHTSA>

From: Rose, Cheryl <NHTSA>
Sent: Wednesday, May 10, 2006 9:23 AM
To: Howell, Rosa <NHTSA>
Subject: FW: DP05-005

Regards,

Cheryl Rose
Safety Defects Engineer
U. S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
400 7th Street SW, Room 5326, NVS-213
Washington, D.C. 20590
Phone: 202.366.1869
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From: Rose, Cheryl
Sent: Thursday, December 01, 2005 7:14 PM
To: Rose, Cheryl; 'RNEVI@FORD.COM'
Cc: Quandt, Jeff
Subject: DP05-005

Dear Mr. Nevi:

In our phone conversation today, we discussed the following:

- (1) The importance of having a specific air to fuel ratio in the combustion cycle.
- (2) How this specific air to fuel ratio is affected when the spark plug/ ignition coil pack assembly comes loose from an engine cylinder, including how this impacts the potential for unburnt fuel to ignite.
- (3) How the On-Board Diagnostics (OBD) detects a misfire within an engine cylinder.
- (4) What happens to the fuel injection process within a particular engine cylinder once a misfire is detected by the OBD, including how this impacts the potential for unburnt fuel to ignite.

Please provide a written response to each of the above for documentation purposes.

Regards,

Cheryl Rose
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