INFORMATION REDACTED PURSUANT TOTHE FREEDOM
OF INFORMATION ACT (FOIA), 5 U.S.C.552(B)(6)

PE07-057

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2-4-2008

APPENDIX H2

GCQIS Technical Service Detail

Close Print Help

ArticleType : ISM **ArticleNumber :** 04-08-015 **Entered Date :** 08/19/2004 **Times Recommended :** 23

Date is displayed in **MM/DD/CCYY format**

**** Delete per dknapp7 - ISM 05-07-034 covers ** :**

SOME 2005 F-SUPERDUTY MAY EXPERIENCE STEERING NIBBLE ON ROUGH SURFACES, TO REPAIR ADJUST THE STEERING GEARBOX MESH LOAD PER THE FOLLOWING DIRECTIONS. 1. BACK OFF LOCK NUT(S) AT LEAST 2 FULL TURNS. 2 TURNS IS USED TO MAKE SURE YOU HAVE FREE MOVEMENT OF SCREW. 2. TURN IN ADJUSTER SCREW 1/8 TO ¼ TURN, HOLD ADJUSTER SCREW AND TIGHTEN LOCK NUT. 3. DRIVE TO MAKE SURE YOU HAVE NOT INCREASED THE ON CENTER FEEL/EFFORTS TO AN OBJECTIONABLE LEVEL. YOU SHOULD NOT CHANGE ON CENTER FEEL AT ALL IF DONE CORRECTLY AND GEAR IS DOES NOT HAVE HIGHER THAN NORMAL FRICTION. 4. IF YOU CAN FEEL AN INCREASE TO ON CENTER TORQUE, REPEAT PROCEDURE BACKING OFF THE ADJUSTER SCREW (NO MORE THAN 1/8 TURN AT A TIME). 5. IF VEHICLE STILL EXHIBITS STEERING NIBBLE RE-ADJUST IN NO MORE THAN 1/16 TO 1/8 INCREMENTS. 6. IF THIS DOES NOT RESOLVE ISSUE, CONTINUE WITH NORMAL STEERING SYSTEM DIAGNOSIS. NOTE: THIS OPERATION EXCLUDES THE FACT THAT SOME GEARS MAY HAVE A HIGH EFFORT ON CENTER DUE TO FRICTION AND WILL OR CAN ONLY BE MADE WORSE BY THIS PROCEDURE. CAUTION MUST BE USED TO MAKE SURE THIS DOES NOT OCCUR. AUTHOR: MCAMPB17. **** CODE REPORTS TO 303353 ****

PE07-057

FORD

2-4-2008

APPENDIX H2

04-08-016

GCQIS Report Entry/Maintenance

GCQIS Technical Service Detail

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ArticleType : ISM **ArticleNumber :** 04-08-016 **Entered Date :** 08/20/2004 **Times Recommended :** 24

Date is displayed in **MM/DD/CCYY format**

**** Delete per dknapp7 - ISM 05-07-034 covers ** :**
SOME 2005 F-SUPERDUTY VEHICLES MAY EXPERIENCE STEERING WHEEL SHIMMY OVER BUMPS OR STEERING FIGHT WITH CRACKS IN THE ROAD. IF CONDITION CAN BE DUPLICATED, MAKE SURE THE FACTORY STEERING DAMPER SHOCK IS INSTALLED AND IN WORKING CONDITION. NOTE ANY AFTERMARKET EQUIPMENT INSTALLED ON THE VEHICLE IN THE REPORT AND FORWARD REPORT NUMBERS TO MCAMPB17@FORD.COM AUTHOR: MCAMPB17

PE07-057

FORD

2-4-2008

APPENDIX H2

05-04-030

GCQIS Technical Service Detail

Close Print Help

ArticleType : ISM **ArticleNumber :** 05-04-030 **Entered Date :** 04/22/2005 **Times Recommended :** 18

Date is displayed in **MM/DD/CCYY format**

**** Delete per dknapp7 - TSB 04-26-01 & ISM 05-05-076 covers ** :**
Some 2005 F-Super Duty vehicles may exhibit a steering wander. To assist engineering analysis, please obtain tire pressures and tire brand and note this information in the report. Alignment angles should also be noted if available. Lastly adjust steering gear mesh load per TSB 04-26-1 (STEERING WHEEL OSCILLATION (BACK AND FORTH MOTION) AFTER RIDING OVER BUMPS/RUTS). Code all reports to 303156. Author: bhaight@ford.com 76303

PE07-057

FORD

2-4-2008

APPENDIX H2

05-05-076

GCQIS Technical Service Detail

Close Print Help

ArticleType : ISM **ArticleNumber :** 05-05-076 **Entered Date :** 05/23/2005 **Times Recommended :** 66

Date is displayed in **MM/DD/CCYY format**

Follow stated procedure - Wander/freeplay :

Some 2005 Super Duty vehicles may exhibit a wander or freeplay condition. To service: -Check/set tire pressure to proper pressure. -set Total Toe to +0.1 (even if the vehicle is already within the specification Range of -0.15 to +0.35) For vehicles with looseness or freeplay on-center: -Adjust steering gear mesh load per TSB 04-26-1 (F-250/350 only - F-450/550 does not have a mesh-load adjust). -Align vehicle, if caster is at or below the median value specified in the Workshop manual (SECTION 204-00) use a 0.5 degree alignment adjuster (5C3Z- 3B440-CCC) to increase both left and right caster by 0.5 degrees. -If camber is out of specification adjust to specified value. For vehicles with poor returnability or tight on-center: -Visually inspect the steering damper, Remove Steering Damper and test drive, If the damper is bent or dented, or there is other evidence that the damper is binding, replace the damper. -Align vehicle per steps above. -Inspect the boot at the intermediate shaft under the dash. The seal should rotate inside the boot as the intermediate shaft turns. If the boot is moving with the seal then it is bound up. Ensure that the boot is properly keyed: a. If built prior to 2005 Job 2 (11/03/2004) the key way should be at the 9:00 position. If the keyway is not located at 9:00, re-orient the boot until the keyway is at 9:00. b. I built after 2005 Job 2 (11/03/2004) the key way should be at the 4:00 position. If the keyway is not located at 4:00, re-orient the boot until the keyway is at 4:00. If the seal is bound and the boot key-way is in the correct position, replace the boot seal. Author: bhaight@ford.com x-76303

PE07-057

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2-4-2008

APPENDIX H2

05-07-034

GCQIS Report Entry/Maintenance

GCQIS Technical Service Detail

Close Print Help

ArticleType : ISM **ArticleNumber :** 05-07-034 **Entered Date :** 07/27/2005 **Times Recommended :** 130

Date is displayed in **MM/DD/CCYY format**

** DELETE FOR ISM 05-09-001 ** :
SOME 2005-2006 F-SUPER DUTY MAY EXHIBIT STEERING WHEEL OSCILLATION (BACK AND FORTH MOTION) AFTER DRIVING OVER BUMPS. CHECK THE FRONT TRACK BAR FASTENER TORQUES; (129 LB-FT (175 NM)@ BRACKET TO FRAME, 406 LB-FT(550 NM) FOR TRACK BAR TO TRACK BAR BRACKET BOLT/NUT, 185 LB- FT (250NM) FOR TRACK BAR TO AXLE NUT). ADVISE TO ENSURE TIRE PRESSURES SET TO SPECIFICATION ON DOOR LABEL (MOST IMPORTANT). CHECK ALIGNMENT AND ENSURE NO EXCESSIVE POSITIVE CASTER. SOME VIBRATION MAY BE NORMAL DUE TO UNLOADED VEHICLE AND DEPENDANT ON SIZE OF BUMPS HIT. FOLLOW THE TSB 04-26-01. THIS PROCEDURE WILL MINIMIZE STEERING WHEEL OSCILLATIONS ON IMPACTS, HOWEVER, THERE MAY BE SOME REMAINING MINOR OSCILLATION WHICH WOULD BE CONSIDERED NORMAL. AUTHOR: TOCONNOR@FORD.COM X-23824

PE07-057

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2-4-2008

APPENDIX H2

05-09-001

GCQIS Report Entry/Maintenance

GCQIS Technical Service Detail

Close Print Help

ArticleType : ISM **ArticleNumber :** 05-09-001 **Entered Date :** 09/01/2005 **Times Recommended :** 157

Date is displayed in **MM/DD/CCYY format**

** DELETE FOR TSB 05-22-01 ** :
SOME 2005-2006 4X4 F-SUPER DUTY MAY EXHIBIT STEERING WHEEL OSCILLATION (BACK AND FORTH MOTION) AFTER DRIVING OVER BUMPS EVEN AFTER TSB 04-26-01 HAS BEEN PREFORMED. CHECK THE FRONT TRACK BAR FASTENER TORQUES; 129 LB-FT (175 NM) @ BRACKET TO FRAME, 406 LB-FT (550 NM) @ TRACK BAR TO TRACK BAR BRACKET BOLT/NUT, 185 LB- FT (250NM) @ TRACK BAR TO AXLE NUT. ADVISE TO ENSURE TIRE PRESSURES SET TO SPECIFICATION ON DOOR LABEL (MOST IMPORTANT). VERIFY THAT BOTH RADIUS ARMS ARE TORQUE PROPERLY. CHECK ALIGNMENT AND SET CASTER TO .5 TO .75 BELOW NOMINAL (MIDDLE OF SPEC). SOME VIBRATION OR SHIMMY MAY BE NORMAL DUE TO UNLOADED VEHICLE AND DEPENDANT ON SIZE OF BUMPS HIT. AN UPDATED TSB WILL REPLACE 04-26-01 CONTAINING THIS ADDITIONAL INFORMATION. TIMING TBD. AUTHOR: DKNAPP7@FORD.COM X76316

PE07-057

FORD

2-4-2008

APPENDIX H2

06-06-028

GCQIS Report Entry/Maintenance

GCQIS Technical Service Detail

Close Print Help

ArticleType : ISM **ArticleNumber :** 06-06-028 **Entered Date :** 06/14/2006 **Times Recommended :** 3

Date is displayed in **MM/DD/CCYY format**

STEERING OSCILLATIONS AFTER HITTING A BUMP - ** DEACTIVATE FOR TSB 06-15-01 ** :
SOME 2007 F-SUPERDUTY MAY HAVE A CONCERN OF STEERING OSCILLATIONS AFTER HITTING A BUMP. TO SERVICE FOLLOW TSB 05-22-01. THERE IS NO DESIGN CHANGE BETWEEN THE 2005 AND 2006 VERSUS THE 2007 MODEL YEAR. ALL 2007 SUPERDUTY 4X4 TRUCKS HAVE A STEERING DAMPENER. THE TSB IS BEING UPDATED PRESENTLY TO INCLUDE 2007 MODEL YEAR. AUTHOR: DKNAPP7@FORD.COM X-3176316

PE07-057

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2-4-2008

APPENDIX H2

06-10-054

GCQIS Report Entry/Maintenance

GCQIS Technical Service Detail

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ArticleType : ISM **ArticleNumber :** 06-10-054 **Entered Date :** 10/25/2006 **Times Recommended :** 8

Date is displayed in **MM/DD/CCYY format**

NARROW BAND VIBRATION, OR HOP, FROM 46-48 MPH - ** DEACTIVATE PER AUTHOR 11/15/2006 ** :

SOME 2005-2007 F-SUPERDUTY MAY HAVE A NARROW BAND VIBRATION FROM 46-48 MPH. TO HELP ENGINEERING IDENTIFY ISSUES PLEASE HELP BY USING ''46-48MPH HOP'' IN THE ADDITIONAL SYMPTOM LINE. PLEASE IDENTIFY HOP AS UP AND DOWN OR SIDE TO SIDE, WHETHER OR NOT IT HAPPENS WHEN INDUCED BY A BUMP, IF THE CONCERN SEEMS TO BE RELATED TO PAVEMENT CONDITIONS. IF POSSIBLE OBTAIN HZ READING FROM AN EVA OR VETRONIX. ALSO INQUIRE IF THE CONCERN IS INDUCED BY THROTTLE RESPONSE. TO TRY AND HELP ENGINEERING DETERMINE ROOT CAUSE USE AT LEAST 250 LBS WEIGHT IN THE BED OF THE TRUCK TO SEE IF THE CONCERN IS DIFFERENT. DOCUMENT WEIGHT AND LOCATION IF THEY HAVE ALREADY DONE THIS. ENGINEERING IS PRESENTLY INVESTIGATING. AUTHOR: DKNAPP7@FORD.COM X-3176316