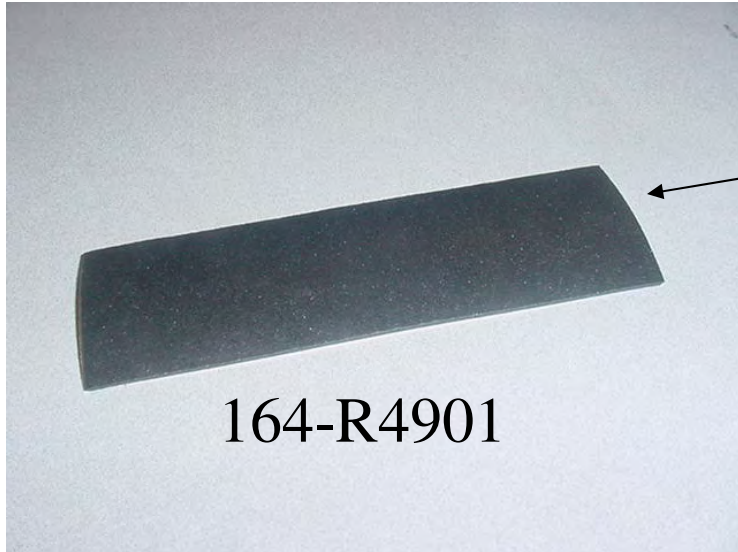


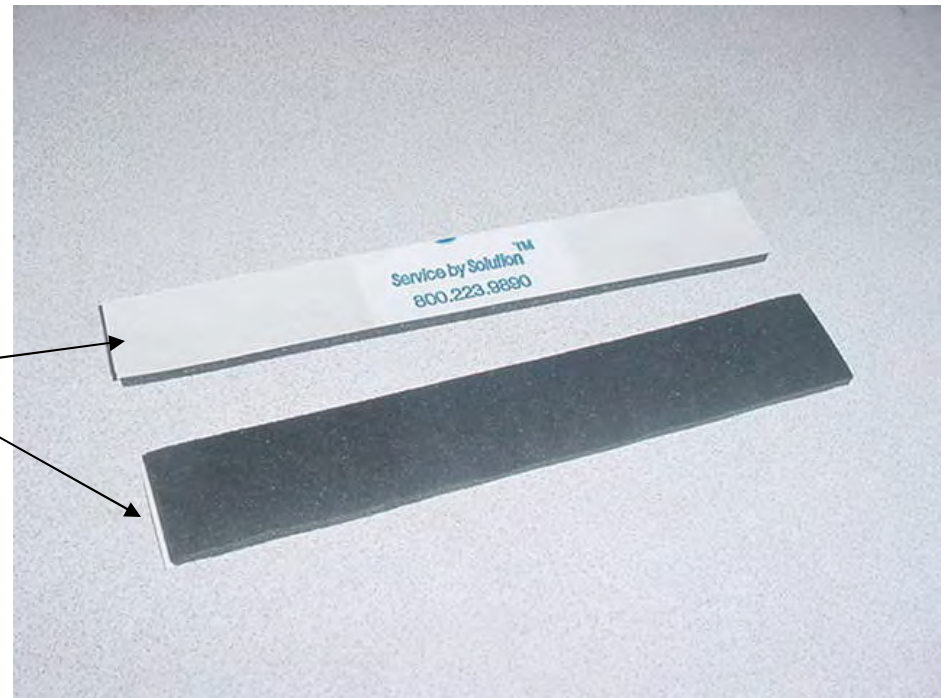
2LB PVC Foam Tape

Rotunda Kit#164-R4900



Foam piece as it exits in the
Squeak and rattle kit
(1.75 x 5.75 inch)

For use in the TSB the tech
Has to cut into equal halves
So each will be:
0.875 x 2.875 inch



Foam Patch by the PCM area



Foam Patch by the TRS area



Bird view above the TRS area



From: Siplus, G (G.)
Sent: Wednesday, July 05, 2006 10:26 AM
To: Shingleton, Leslie (L.E.)
Subject: 025-2006-1762 has gone to FINAL as 06-14-10 (enUSA)

Importance: High

English TSB Article 06-14-10 has been released for publication

The following Technical Service Bulletin (TSB) article has been moved from collaboration and is now final.

Dealers may view this article on the next business day via OASIS and fmcdealer.com (<http://www.fmcdealer.dealerconnection.com>).

Company personnel may view it at:

<http://www.protechnician.com/>.

Concern Tracking Number: 025-2006-1762

TSB Article Number: 06-14-10

Description: Engine/Transmission Driveability Issues

Vehicles: Windstar, Freestar, Monterey

If this message should not have been sent to this address please forward it to gsiplus@ford.com.

From: Nasar, John (H.S.)
Sent: Thursday, November 10, 2005 8:05 AM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzef, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: Action Matrix for Today's Meeting.
Attachments: Action plan matrix_PCM_AT water intrusion.xls



Action plan
rix_PCM_AT wa

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

V229 PCM water intrusion

| | Item | Task | Responsibility | Review | Status | Open/CI |
|--------------------|-----------------|---|---|------------|--|--|
| Containment Action | 1 | Remove drain plugs at the plant to prevent water trap inside the cross can. | Andy Fang / Nasir Syed | 11/10/05 | 10/25 - Study feasibility of the process in OAP. 10/27 - Apply water hose test around the PCM - Nasir/Nasar/Hearn. 11/03 - Send pics to the team about the location of the plugs. 11/08 - Who / When /Where this will be processed on the assembly line. 11/10 - Discuss issue with Myron Hnatiko for processing on | Open |
| | 2 | Add Butyl Patch on the Tomb stone | Andy Fang | 11/10/05 | 11/03 - Send pics to the team about the location of the plugs. 11/21 - Apply butyl patches in production. 11/08 - No need to process in favor of removing the drain plugs. | closed |
| | 3 | Assembly process variability and in station process control to prevent defects. | Nasir Syed | 11/10/05 | 10/27 - Set inspection criteria and locate potential areas for inspection. 11/21 - When production resume. | closed |
| | 4 | Assembly line operator awareness of the issue - Work Group leaders | Nasir Syed | 11/10/05 | 10/21 - Issue will be communicated in the VRT and next line stop meeting. 10/27 - Share issue with Flat Top supervisor for operator awareness. | closed |
| Root Cause | 5 | CMM data for sheet metal irregularity around the grey cowl top clips | Alex Janic | 11/10/05 | 10/27 - Alex to provide 30 sample dimension data. 11/03 - Updates on the data. 11/08 - Timing for data availability. | Open |
| | 6 | Cowl Top Scrivets | Nasir Syed Ronald Suder Lonnie Jenkins | 11/10/05 | 10/20 - Nasir contacted Scrivet supplier for better seal. 10/25 - Nasir share supplier findings. 10/27 - Supplier provide trial parts - update on 11/03 - Status update. 11/08 - Scrivet samples received from Raymond. 11/10 - Trial for new scrivets using water hose test. 11/10 - Drawing of new scrivert by the supplier with foam gasket. | |
| | 7 | Grey clips for better seal | Nasir Syed Ronald Suder Lonnie Jenkins | 11/10/05 | 10/20 - Grey clips will not leak water if properly seated. 10/25 - Use a water hose test to verify water leak for a misassembled clip. 10/27 - Apply water hose test around the clips - Nasir/Nasar/Hearn. 11/01 - Supplier (Raymond) visit to the plant. 11/02 - Supplier send data. 11/02 - Attribute data analysis for loose vs tight grey clips on 27 vehicles. 11/03 - Data analysis and discuss next steps. 11/10 - Trial new clips with suggested foam by Raymond for | |
| | 8 | Find out if the spray in body foam could be made water resistant [change the spec]. It should be made to prevent water flowing into the passenger compartment | Andy Fang | 11/10/05 | 11/10 - Need to discuss feasibility. | |
| | 9 | Find out if the spray in body foam could be made to seal all the body holes | Andy Fang | 11/10/05 | 11/10 - Need to discuss feasibility. | |
| | 10 | Find out if the spray in body foam could be done after the leaky clips are installed, so that the foam will seal the clips, or seal the hole if a clip is left out during assembly. | Andy Fang | 11/10/05 | 11/10 - Need to discuss feasibility. | |
| | 11 | Find out if a rubber mat with glue on one side could be used for field service water leak repair. | Andy Fang | 11/10/05 | 11/10 - Need to discuss feasibility. | |
| | 12 | Cowl top pia foam change | Nasir Syed Howard Gillespie | 11/10/05 | 11/03 - Meeting w/supplier (Valeo) for foam change discussion to assist in the failure mode prevention. 11/08 - Understand the driver study and implementation for the pass side. 11/08 - Data on Foam material, memory and thickness increase (Ford directive). 11/08 - Data on Foam compression relationship to water ingress. 11/08 - Wing out data on current parts and compare to spec | Open |
| | 13 | Water intrusion through the hole by the front fender as it meets the cross member. | Andy Fang | 11/10/05 | 10/25 - Verify if it is a potential root cause to add to the TSB as a service fix. 10/27 - Apply water hose test by the fender area - | closed |
| | 14 | Warranty analysis by failure modes | John Nasar | 11/10/05 | 10/25 - Update. 10/27 - AWS data sent to the team. | closed |
| | 15 | PCM installation process Upside down in OAP | Nathan Willis / Edwin | 11/10/05 | 10/25 - Team agreed upon looking at ideas to seal the top surface as a quick containment action. 10/27 - Add tape to seal Top PCM surface. Ranger process pics, tape type and location top surface, Motorola to study adding the tape at their plant. | closed |
| | Service actions | 16 | TSB verbiage to be compliant to recall and campaign prevention. | Pat Campau | 11/10/05 | 10/27 - Meeting update w/ Dave Yu and safety office. |
| 17 | | TSB coding | Pat Campau | 11/10/05 | Need to know what coding used for the TSB and any requiremnet for change. | |
| 18 | | Add remove drain plugs in the TSB | Pat Campau | 11/10/05 | 11/08 - TSB status: Remove sealer at the fender area+delete fig. And add the drain plug removal with figs. 11/10 - TSB# 05-23-7 re;eased 11/8 in service. | Open |
| 19 | | TSB to include PCM seal tape. | TEAM | 11/10/05 | Rejected | closed |

From: Nasar, John (H.S.)
Sent: Tuesday, November 15, 2005 8:20 AM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: Action Matrix for Today's Meeting.
Attachments: Action plan matrix_PCM_AT water intrusion.xls



Action plan
rix_PCM_AT wa

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Thursday, November 10, 2005 8:05 AM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: Action Matrix for Today's Meeting.

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

V229 PCM water intrusion

| | Item | Task | Responsibility | Review Date | Status | Open/Closed |
|--------------------|------|--|--|-------------|--|-------------|
| Containment Action | 1 | Remove drain plugs at the plant to prevent water trap inside the cross can. | Andy Fang / Nasir Syed | 11/15/05 | 10/25 - Study feasibility of the process in OAP. 10/27 - Apply water hose test around the PCM - Nasir/Nasar/Hearn. 11/03 - Send pics to the team about the location of the plugs. 11/08 - Who / When /Where this will be processed on the assembly line. 11/10- Discuss issue with Myron Hnatjko for processing on 11/21. 11/15 - Get Ergo buy off. | Open |
| | 2 | Add Butyl Patch on the Tomb stone | Andy Fang | 11/15/05 | 11/03 - Send pics to the team about the location of the plugs. 11/21 - Apply butyl patches in production. 11/08 - No need to process in favor of removing the drain plugs. | closed |
| | 3 | Assembly process variability and in station process control to prevent defects. | Nasir Syed | 11/15/05 | 10/27 - Set inspection criteria and locate potential areas for inspection. 11/21 - When production resume. | closed |
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| | 6 | Cowl Top Scrivets | Nasir Syed Ronald Suder Lonnie Jenkins | 11/15/05 | 10/20 - Nasir contacted Scrivet supplier for better seal. 10/25 - Nasir share supplier findings. 10/27 - Supplier provide trial parts - update on 11/03 - Status update. 11/08 - Scrivet samples received from Raymond. 11/10 - Trial for new scrivets using water hose test. 11/10 - Drawing of new scrivet by the supplier with foam gasket. 11/15 - Scrivet passed the water test. | Open |
| | 7 | Grey clips for better seal | Nasir Syed Ronald Suder Lonnie Jenkins | 11/15/05 | 10/20 - Grey clips will not leak water if properly seated. 10/25 - Use a water hose test to verify water leak for a misassembled clip. 10/27 - Apply water hose test around the clips - Nasir/Nasar/Hearn. 11/01 - Supplier (Raymond) visit to the plant. 11/02 - Supplier send data. 11/02 - Attribute data analysis for loose vs tight grey clips on 27 vehicles. 11/03 - Data analysis and discuss next steps. 11/10 - Trial new clips with suggested foam by Raymond for water leak. 11/10 - Raymond data using a thicker foam. 11/15 - Test the grey clips with the updated foam. | Open |
| | 12 | Cowl top pia foam change | Nasir Syed Howard Gillespie | 11/15/05 | 11/03 - Meeting w/supplier (Valeo) for foam change discussion to assist in the failure mode prevention. 11/08 - Understand the driver study and implementation for the pass side. 11/08 - Data on Foam material, memory and thickness increase (Ford directive). 11/08 - Data on Foam compression relationship to water ingress. 11/08 - Wing out data on current parts and compare to spec (30 pcs, 2C). 11/08 - Data for scrivet holes sizes - study capability. 11/15 - Supplier Update. | Open |
| | 13 | Water intrusion through the hole by the front fender as it meets the cross member. | Andy Fang | 11/15/05 | 10/25 - Verify if it is a potential root cause to add to the TSB as a service fix. 10/27 - Apply water hose test by the fender area - Nasir/Nasar/Hearn. | closed |
| | 14 | Warranty analysis by failure modes | John Nasar | 11/15/05 | 10/25 - Update. 10/27 - AWS data sent to the team. | closed |
| | 15 | PCM installation process Upside down in OAP | Nathan Willis / Edwin | 11/15/05 | 10/25 - Team agreed upon looking at ideas to seal the top surface as a quick containment action. 10/27 - Add tape to seal Top PCM surface. Ranger process pics, tape type and location top surface, Motorola to study adding the tape at their plant. | closed |
| Service actions | 16 | TSB verbiage to be compliant to recall and campaign prevention. | Pat Campau | 11/15/05 | 10/27 - Meeting update w/ Dave Yu and safety office. | closed |
| | 17 | TSB coding | Pat Campau | 11/15/05 | Need to know what coding used for the TSB and any requiremnet for change. | closed |
| | 18 | Add remove drain plugs in the TSB | Pat Campau | 11/15/05 | 11/08 - TSB status: Remove sealer at the fender area+delete fig. And add the drain plug removal with figs. 11/10 - TSB# 05-23-7 re: eased 11/8 in service. | closed |
| | 19 | TSB to include PCM seal tape. | TEAM | 11/15/05 | Rejected | closed |

From: Kulkarni, Arvind (A.)
Sent: Wednesday, May 25, 2005 10:49 PM
To: Fang, Andy (A.); Stodola, Robert (R.J.); Tigchelaar, Doug (D.G.)
Cc: Nasar, John (H.S.); Cordeau, Roger (T.); Hearn, Mark (E.)
Subject: Analysis of CQIS data of water leak into PCM

Attachments: PCM CQIS claims .xls; CQIS Reports PCM Failures.pdf

John had sent 17 CQIS claims on water leak into PCM resulting in drivability or No start conditions. Warranty verbatims details and other data is in excel attachment. Summary is as follows.

| | LTIS (<10,000) | HTIS | Total |
|----------------------|---------------------------|-------------|--------------|
| Confirmed water leak | 3 | 10 | 13 |

Water leak ingress areas referred are

- Upper cowl panel or RH wiper housing
- Strut tower hole
- Windshield washer leak

We discuss details in the meeting.



PCM CQIS CQIS Reports
aims .xls (24 KEM Failures.pdf)

Regards,

Arvind Kulkarni

Freestar / Monterey Powertrain Systems Engineering
Certified Reliability Engineer, 6 sigma Black Belt, CQE & CQMgr
PVT-Oakville Assembly Plant
Phone- (905) 845-2511 x 3741
Fax- (905) 845-0132

Meticulous engineering does not cost- It pays.

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

From: Nasar, John (H.S.)
Sent: Tuesday, May 24, 2005 2:07 PM
To: Kulkarni, Arvind (A.)
Subject: CQIS reports - PCM water intrusion

<< File: CQIS Reports PCM Failures.pdf >>

Regards,

JOHN NASAR

Ford Motor Company
Ford Customer Service Division
Windstar / Freestar / Monterey
PVT - Oakville Assembly Plant
Tel.: (905) 845 - 2511, ext.: 2371
Fax: (905) 845 - 9325
E-mail: hnasar@ford.com

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

| | VIN # | Build date | kms covered | TIS | Symptom | DTC code 1 | DTC code 2 | DT C cod | Parts replaced | Technician verbatim on repair to water leak | Water entry confirmed |
|------|----------------------------|------------|-------------|------|---|----------------------|--------------------|----------|----------------|---|-----------------------|
| 2004 | 2FMZA5621 4B [REDACTED] | 5-Sep-03 | 49,925 | High | Stalls | | | | PCM | Water in PCM connector | Yes |
| 2004 | 2FMZA5520 4B [REDACTED] | 10-Sep-03 | 55,495 | High | Drivability | | | | PCM | Water in PCM connector | Yes |
| 2004 | 2FMZA5528 4B [REDACTED] | 29-Sep-03 | 900 | Low | Stall & No start | P019 1- Fuel | B160 2- PATS | | PCM | No | No |
| 2004 | 2FMZA5727 4B [REDACTED] | 30-Sep-03 | 1,598 | Low | ??? French | P030 1- Misfir | | | PCM | ??? French | No |
| 2004 | 2FMZA5769 4B [REDACTED] | 23-Oct-03 | 4 | Low | No start. No communication. Vref only 2 volts | Nil | | | PCM | No | No |
| 2004 | 2FMZA5524 4B [REDACTED] | 10-Nov-03 | 40,838 | High | Engine misses | Nil | | | PCM | Water in PCM connector | Yes |
| 2004 | 2FMZA5527 4B [REDACTED] | 16-Apr-04 | 40,787 | High | Stall | P110 0 | P110 1 | | PCM | C175 full of washer fluid | Yes |
| 2004 | 2FMZA5222 4B [REDACTED] | 18-Nov-03 | 6 | Low | "Check engine" lamp On | P060 6- PCM | | | PCM | Upper cowl panel replaced | Yes |
| 2004 | 2FMZA5226 4B [REDACTED] | 3-Mar-05 | 17,432 | High | Stall & rough running | | | | PCM | Water in PCM & many other | Yes |
| 2004 | 2FMZA5528 4B [REDACTED] | 19-Nov-03 | 9,237 | Low | Erratic behavior | | | | PCM | Water in PCM & other areas | Yes |
| 2004 | 2FMZA5528 4B [REDACTED] | 2-Dec-03 | 24,405 | High | Stalls | | | | PCM | Sealed RH wiper housing | Yes |
| 2004 | 2FMZA5165 4B [REDACTED] | 4-Dec-03 | 75 | Low | "Check engine" lamp On | P060 6- PCM | | | PCM | No | No |
| 2004 | 2FMZA5725 4B [REDACTED] | 5-Dec-03 | 23,512 | High | Runs rough when raining | | | | PCM | Water in PCM | Yes |
| 2004 | 2FMZA5767 4B [REDACTED] | 14-Jan-04 | 45,502 | High | Stall | P219 5 | | | PCM | Water in PCM | Yes |
| 2004 | 2FMZA516X 4B [REDACTED] | 29-Jan-04 | 51,703 | High | Stall | | | | PCM | Cowl panel dripping | Yes |
| 2004 | 2FMZA5729 4B [REDACTED] | 2-Feb-04 | 33,680 | High | Stall | | | | PCM | Water leak from top of strut tower | Yes |
| 2005 | 2FMZA5165 5B [REDACTED] | 21-Feb-05 | 738 | Low | No start | | | | PCM | Water in PCM | Yes |

RUN DATE:05/19/2005

FORD CUSTOMER SERVICE DIVISION

PAGE: 1

SERVICE, WARRANTY, AND FINANCIAL SYSTEMS DEPARTMENT

CS0115F1 10:21 021805

COMMON QUALITY INDICATOR SYSTEM

TEP20

CQIS Concern Folder

Folder: 050020490000 2 04-05 V43 / D02 - PCM FAILURES

Status (T,A,C): NO DESC FOUND Status Date: 02/16/2005

Follow-up Date: 02/16/2005

Owner:

Index Points:

Part Nbr: -

YTD Part Sales:

Part Desc: -

Backorder:

Resp Person:

Total Reports: 22

Resp Phone: () -

Folder Comments

Date

Comments

02/16/2005

FCSD IS INVESTIGATING NO STARTS RELATED TO PCM FAILURES.

Rpt#: [REDACTED] NHL Rpt: 10/27/2003 Odom: 900 K
 Vehicle: 2004 FREESTAR,CANADA ,WAGON 2FMZA55284E [REDACTED] Bld: 09/29/2003
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:CAN B8275 Parkway Ford Sales (1996) Ltd Phone:([REDACTED]
 Province Ontario City: Waterloo Orig/Caller: [REDACTED]
 Symptom: 6 03 3 00 DRVABL,CRANKS/NO STAR,START ENG TEMP ,OTHER-CODE NA
 Addl Sym: TOWED IN STALL NO START Attchmnts: 0
 Fix: Y Caus. Comp: PROCESSOR ASSY -- RPL Condition Code:
 Hotliner: MSCHMI56 Phone: 313 317-4280 Dist Cd: 08 08 FCSD REGION-CANADA
 Engineering: Phone: TAR:
 Dlr Contact: Phone: Title Cde: T

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| REPAIR | TECH STATES THE VEHICLE WAS TOWED IN FOR A STALL NO START CONCERN. CUSTOMER STATES THE STALL WAS LIKE THE KEY WAS TURNED OFF. TECH HAS DUPLICATED THE STALL AND THEN THE VEHICLE WAS A NO CRANK CONCERN. HE WIGGLED THE HARNESS AT THE PCM AND THEN HE COULD START THE VEHICLE. HE SUSPECTS A LOOS PIN IN THE PCM CAUSING THE CONCERN. HE IS SEEKING KNOWNS. |
| RECOMM | ADVISED TECH THERE ARE NO KNOWN CONCERNS. HE SHOULD CHECK WIRING AT THE PCM AND MAKE SURE HE HAS NO LOOSE PINS IN THE CONNECTOR. HE SHOULD REPLACE THE PCM AS NECESSARY IF IT IS THE ROUTE CAUSE. |
| TECH/C | 11/10/2003 09:55AM SURVEY ENTRY MSS - FCSD - TECH SVC HOTLINE TONY .. REPLACED THE PCM. |

Rpt#: [REDACTED] CREDSR--or-- Q [REDACTED] Rpt: 12/05/2003 Odom: 1,598 K
 Vehicle: 2004 FREESTAR,SPORT ,WAGON 2FMZA57274E [REDACTED] Bld: 09/30/2003
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: [REDACTED] A/C: YES
 Dealer ID: CAN B2552 LA PERADE FORD MERCURY INC. [REDACTED]
 Province Quebec City: Ste-Anne-De-La-P Orig/Caller: [REDACTED]
 Symptom: 6 18 4 93 DRVABL,ROLLING IDLE,IDLE TEMP,ALL ENGINE TEMP
 Addl Sym: [REDACTED] Attchmnts: 0
 Fix: Y Caus. Comp: PROCESSOR ASSY -- RPL Condition Code:

Region Code: 02 Region Name: 02 FCSD REGION-CANADA

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| CONCER | CHECK ENGINE LIGHT ON AND MOTOR CUTS OUT |
| TECH/C | PERFORM TEST, WDS, INJECTOR #6 FAULT, CHECK CIRCUIT, PROBLEM WITH CIRCUIT DRIVER FOR #6 INJECTOR AT PCM, REPLACE PCM, OK |
| AUDIT | PART_NBR 12A650 CHANGED TO 12A650 BY SMORYOUS |

Rpt#: [REDACTED] NHL Rpt: 12/09/2003 Odom: 6 K
 Vehicle: 2004 FREESTAR,4X2 ,WAGON 2FMZA52224E [REDACTED] Bld: 11/18/2003
 Engine: 4.2L EFI Calb: 4A41PA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:USA 05558 Person Ford Phone:([REDACTED]
 State: California City: La Verne Orig/Caller: [REDACTED]
 Symptom: 6 98 2 98 DRVABL,INDICATOR,CHECK ENGINE,NOT LISTED
 Addl Sym: P0606 Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: JMUELL36 Phone: 313 317-9347 Dist Cd: 71 Los Angeles - 71
 Engineering: Phone: TAR:
 Dlr Contact: Phone: Title Cde: T

----- C O M M E N T S -----

| Type | Comments |
|--------|---|
| REPAIR | TECH STATES HE HAS CODE P0606. TECH SEEKING ADVICE |
| RECOMM | ADVISED TECH TO REPLACE THE PCM AND RETEST. |
| REPAIR | 12/10/2003 03:27PM ROBERT KOTHS MSS - FCSD - TECH SVC HOTLINE TECH STATES THAT HE DID A PMI & REPLACED THE PCM & NO THE THEFT LIGHT IS FLASHING & THE ENG WILL NOT CRANK. TECH LOOKING FOR ASSISTANCE. |
| RECOMM | TSB 02-23-04 99-02 VAR. VEH.--MUST PROGRAM VID BLOCK--REPL;02-05-08. ADVISED TECH TO PERFORM PROCEDURE D IN THE ABOVE TSB & TO SKIP STEP 10 ALSO ADVISED HIM TO HAVE BOTH KEYS FOR THE VEH. |

Rpt#: [REDACTED] NHL Rpt: 12/23/2003 Odom: 75 K
 Vehicle: 2004 FREESTAR,4X2 ,WAGON 2FMZA51654B [REDACTED] Bld: 12/04/2003
 Engine: 3.9L EFI Calb: 4A41CA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:USA 20316 Roswell Ford Lincoln Mercury, Phone:([REDACTED]
 State: New Mexico City: Roswell Orig/Caller: [REDACTED]
 Symptom: 6 98 2 98 DRVABL,INDICATOR,CHECK ENGINE,NOT LISTED
 Addl Sym: P0606 Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: CGAMMON Phone: 313 317-9281 Dist Cd: 56 Denver - 56
 Engineering: Phone: TAR:
 Dlr Contact: Phone: Title Cde: T

----- C O M M E N T S -----

| Type | Comments |
|--------|---|
| REPAIR | TECH STATES VEH HAS CODE P0606, HAS NOT DRIVEN, LOOKING FOR KNOWNS |
| RECOMM | ADVISED TECH IF NO OTHER CODES OR DRIVEABILITY COMPLAINT CLEAR CODE AND DRIVE (TECH IS ABLE TO DRIVE HOME 40 MILE TRIP), IF CODE COMES BACK REPLACE PCM, OTHERWISE RELEASE VEH TO CUST (CK'D WITH 4/6 GROUP NO KNOWNS) |
| REPAIR | 12/29/2003 11:20AM JOSE CHACON MSS - FCSD - TECH SVC HOTLINE THE VEHICLE IS BACK WITH CODE P0606. ROAD TESTED THE VEHICLE AND NO CONCERN, THE PCED INDICATES TO CHECK FOR A LOSS OF POWER AT THE PCM. THE CONCERN CANNOT BE DUPLICATED BUT THE CODES REGENERATES. THERE ARE NO AFTERMARKET CODES. ANY KNOWNS? |
| RECOMM | ADVISED THE TECHNICIAN: FOR THIS CONCERN, SUGGEST TO CHECK FOR ANY LOSS OF POWER TO THE PCM. IF ALL CHECKS O.K. REPLACE THE PROCESSOR. |

Rpt#: [REDACTED] NHL Rpt: 12/30/2003 Odom: 4 K
 Vehicle: 2004 FREESTAR,SPORT ,WAGON 2FMZA57694E [REDACTED] Bld: 10/23/2003
 Engine: 3.9L EFI Calb: 4A41DA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:USA 07252 Crossroads Ford/Mercury Phone:([REDACTED]
 State: New York City: Ravenna Orig/Caller: [REDACTED]
 Symptom: 6 01 3 00 DRVABL,NO CRANK,START ENG TEMP ,OTHER-CODE NA
 Addl Sym: NO CRANK/NO COMMUNICATION Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: BKREIN Phone: 313 248-2930 Dist Cd: 13 New York -13
 Engineering: Phone: TAR:
 Dlr Contact: Phone: Title Cde: SM

----- C O M M E N T S -----

| Type | Comments |
|--------|---|
| REPAIR | SM STS THAT HE HAS A CUSTOMER COMPLAINT OF A NO CRANK/NO COMMUNICATION CONCERN. SM STS THAT THEY HAVE REPLACED THE PCM TO NO AVAIL. SM SEEKING KNOWNS. |
| RECOMM | ADVISED SM TO VERIFY THAT THERE ARE POWERS AND GROUNDS TO THE PCM. ADVISED SM TO CHECK G104 BACK TO THE PCM GROUND PINS. ADVISED TECH TO VERIFY THAT THERE IS 5VOLTS VREF ON PIN 90 OF THE PCM. |

Rpt#: [REDACTED] CREDSR--or-- Q [REDACTED] Rpt: 03/04/2005 Odom: 40,787 K
 Vehicle: 2004 FREESTAR,CANADA ,WAGON 2FMZA55274E [REDACTED] Bld: 04/16/2004
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID: CAN B2314 AVENUE FORD VENTE LTEE Phone: ([REDACTED])
 Province Quebec City: Roxboro Orig/Caller: [REDACTED]
 Symptom: 6 07 4 93 DRVABL,STALL/QUITS,AT IDLE,ALL ENGINE TEMP
 Addl Sym: Attchmnts: 0
 Fix: Caus. Comp: WIRING ENG CNTRL SNS -- CLN Condition Code:

Region Code: 02 Region Name: 02 FCSD REGION-CANADA

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| CONCER | Verify engine idle becomes erratic with engine finally stalling. |
| TECH/C | Checked PIDs with WDS and determined 3.73 volts at MAF sensor even when disconnected. Checked for short circuit - found PCM connector C175 full of W/S washer fluid. Connector cleaned and now ok. |

Rpt#: [REDACTED] CREDSR--or-- Q [REDACTED] Rpt: 03/04/2005 Odom: 40,838 K
 Vehicle: 2004 FREESTAR,CANADA ,WAGON 2FMZA55244E [REDACTED] Bld: 11/10/2003
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID: CAN B2347 FORTIER AUTO MONTREAL LTEE Phone: ([REDACTED])
 Province Quebec City: Ville D Anjou Orig/Caller: [REDACTED]
 Symptom: 6 09 6 92 DRVABL,MISSES,AT CRUISE,HOT ENGINE
 Addl Sym: Atchmnts: 0
 Fix: Caus. Comp: PROCESSOR ASSY -- CLN Condition Code:
 Region Code: 02 Region Name: 02 FCSD REGION-CANADA

----- C O M M E N T S -----
 Type Comments
 CONCER Engine misses intermittently when driving between 80 & 100 km/h.
 TECH/C Found PCM connector full of water.

Rpt#: [REDACTED] NHL Rpt: 03/03/2005 Odom: 17,432 K
 Vehicle: 2004 FREESTAR,4X2 ,WAGON 2FMZA52264B [REDACTED] Bld: 04/30/2004
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:USA 02710 Huntington Ford, Inc. Phone:([REDACTED]
 State: Michigan City: Rochester Hills Orig/Caller: [REDACTED]
 Symptom: 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA
 Addl Sym: WATER IN PCM/UNDERHOOD HARNESS Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: DMULLI11 Phone: 313 248-8080 Dist Cd: 48 Detroit - 48
 Engineering: JAMES FONTANA Phone: 313 248-7892 TAR:
 Dlr Contact: Phone: Title Cde: SM

----- C O M M E N T S -----

| Type | Comments |
|--------|---|
| REPAIR | SERVICE MANAGER STATES THE VAN CAME IN WITH RADIO ON WITH KEY OFF, TURN SIGNALS INOP AND OTHER ELECTRICAL CONCERNS, ALSO THE VAN WOULD RUN ROUGH AND STALL. THEY FOUND PCM FULL OF WATER, THEY ALSO FOUND WATER IN DTR AND SEVERAL ELECTRICAL CONNECTORS UNDER THE HOOD. THEY RESEALED THE COWL, REPLACED THE PCM AND MADE SURE PCM CONNECTOR WAS OK, VAN CAME BACK FEW WEEKS LATER WITH SAME CONCERN OF PCM FULL OF WATER AND ALL UNDER HOOD ELECTRICAL CONNECTORS FULL OF WATER. CALLED FOR DIRECTION ? |
| RECOMM | 03/03/2005 09:14AM DAN MULLINS MSS - FCSD - TECH SVC HOTLINE ISM 05-02-220 CHK FOR WATER ENTRY INTO PCM CONNECTOR-----SS ISM 03-12-102 ADVISE SM TO REPLACE PCM AND UNDERHOOD HARNESS, SEAL ALL CONNECTORS WITH DIELECTRIC GREASE. |

Rpt#: [REDACTED] CREDSR--or-- Q [REDACTED] Rpt: 03/07/2005 Odom: 33,680 K
 Vehicle: 2004 FREESTAR,SPORT ,WAGON 2FMZA57294E [REDACTED] Bld: 02/02/2004
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:CAN B8363 Heaslip Ford Sales Ltd Phone:([REDACTED]
 Province Ontario City: Hagersville Orig/Caller: [REDACTED]
 Symptom: 6 11 5 92 DRVABL,HES/STUMBLE,ACCELERATION,HOT ENGINE
 Addl Sym: Attchmnts: 0
 Fix: Caus. Comp: PROCESSOR ASSY -- RPL Condition Code:

Region Code: 08 Region Name: 08 FCSD REGION-CANADA

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| CONCER | driving on highway at highway speeds, when letting foot off of acclerator and give gas again, van stumbles, wants to stall and vibrates before taking off. |
| TECH/C | wds test, road test, data logger, called hotline. Hotline suggests checking wiring to pcm.Checked wire to pcm, wiring corroded at connector, pcm corroded-replaced and reprogrammed pcm, road tested. Sealed hole located at the top of strut tower. (water and road salt and debris being sprayed onto the pcm from this hole.) |

Rpt#: [REDACTED] CREDSR--or-- Q [REDACTED] Rpt: 04/04/2005 Odom: 23,512 K
 Vehicle: 2004 FREESTAR,SPORT ,WAGON 2FMZA57254E [REDACTED] Bld: 12/05/2003
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID: CAN B2347 FORTIER AUTO MONTREAL LTEE Phone: ([REDACTED])
 Province Quebec City: Ville D Anjou Orig/Caller: [REDACTED]
 Symptom: 6 08 6 93 DRVABL,RUNS ROUGH,AT CRUISE,ALL ENGINE TEMP
 Addl Sym: Atchmnts: 0
 Fix: Caus. Comp: RLY ASY-L/C DR LK CONTR -- CLN Condition Code:
 Region Code: 02 Region Name: 02 FCSD REGION-CANADA

----- C O M M E N T S -----
 Type Comments
 CONCER van runs rough;;harsh shifts;;when raining
 TECH/C can not confirm complant;;inspect pcm 104 pin connector(full of
 water).clean corrosion&add delectric grease&add a plastic shield over
 pcm;;;;;

Rpt#: [REDACTED] NHL Rpt: 04/05/2005 Odom: 49,925 K
 Vehicle: 2004 FREESTAR,CANADA ,WAGON 2FMZA56214B [REDACTED] Bld: 09/05/2003
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:CAN A2089 LE BLANC MERCURY INC. Phone:([REDACTED]
 Province Quebec City: Chateauguay Orig/Caller:[REDACTED]
 Symptom: 6 07 5 92 DRVABL,STALL/QUITS,ACCELERATION,HOT ENGINE
 Addl Sym: WATER AT PCM CONNECTOR Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: MSCHMI56 Phone: 313 317-4280 Dist Cd: 02 02 FCSD REGION-CANADA
 Engineering: Phone: TAR:
 Dlr Contact: Phone: Title Cde: T

----- C O M M E N T S -----

| Type | Comments |
|--------|---|
| REPAIR | TECH STATES THE VEHICLE IS IN FOR A START STALL CONCERN. HE FOUND WATER IN THE PCM CONNECTOR. HE BLEW IT DRY AND THE CONCERN IS STILL PRESENT. HE HAS CORROSION BUILDUP ON THE PCM PINS. HE IS SEEKING KNOWN. |
| RECOMM | 04/05/2005 11:51AM MATTHEW SCHMIDT MSS - FCSD - TECH SVC HOTLINE ISM 05-02-220 CHK FOR WATER ENTRY INTO PCM CONNECTOR-----SS ISM 03-12-102 ADVISED TECH OF ABOVE ISM INFO. ADVISED IF PCM IS DAMAGED, HE SHOULD REPLACE. HE SHOULD THEN VERIFY THE PCM CONNECTOR BOLT IS PROPERLY TORQUED TO MAKE SURE THE WEATHER SEAL IS FULLY SEATED |

Rpt#: [REDACTED] CREDSR--or-- Q [REDACTED] Rpt: 04/11/2005 Odom: 49,925 K
 Vehicle: 2004 FREESTAR,CANADA ,WAGON 2FMZA56214E [REDACTED] Bld: 09/05/2003
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:CAN A2089 LE BLANC MERCURY INC. Phone:([REDACTED]
 Province Quebec City: Chateauguay Orig/Caller: [REDACTED]
 Symptom: 6 03 3 93 DRVABL,CRANKS/NO STAR,START ENG TEMP ,ALL ENGINE TEMP
 Addl Sym: Atchmnts: 0
 Fix: Caus. Comp: PROCESSOR ASSY -- RPL Condition Code:

Region Code: 02 Region Name: 02 FCSD REGION-CANADA

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| CONCER | check engine on and stall |
| TECH/C | stalls and no start du to water entry in c175 and contaminating pcm with water on bottom pin row inside pcm replaced pcm and cleaned connector and sealed right hand corner of shock tower to limet water on c175. |

Rpt#: [REDACTED] RTDAHL Rpt: 04/13/2005 Odom: 738 K
 Vehicle: 2005 FREESTAR,4X2 ,WAGON 2FMZA51655E [REDACTED] Bld: 02/21/2005
 Engine: 3.9L EFI Calb: 5A41FA0A Trans: 4F50N Axle: 3.54 RATIO A/C: YES
 Dealer ID:USA 04895 Kingsland Ford-Mercury, Inc Phone:([REDACTED]
 State: Georgia City: Kingsland Orig/Caller: [REDACTED]
 Symptom: 6 03 3 93 DRVABL,CRANKS/NO STAR,START ENG TEMP ,ALL ENGINE TEMP
 Addl Sym: P90UE *H* 6EXA1E0C13AF Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:

Region Code: 24 Region Name: Orlando - 24

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| REPAIR | NO CODES,VERIFIED NO START,CHECKED PCM POWER AND GROUNDS,NO FUEL PRESS,REPLACED PUMP NOW HAS PRESSURE,NO FUEL INJ PULSE,CHECKED POWER AT INJECTORS 12V,CHECKED WIRES FROM PCM TO INJECTORS,NO OPENS OR SHORTS,PCM NOT GROUNDING INJ,TECH FOUND WATER IN PCM,TECH TO FIX WATER LEAK,P90UE,APPROVAL GIVEN BASED ON TECHS TEST RESULTSTECH TO SEND PCM BACK TO RTDA |

Rpt#: [REDACTED] NHL Rpt: 04/13/2005 Odom: 45,502 K
 Vehicle: 2004 FREESTAR,SPORT ,WAGON 2FMZA57674B [REDACTED] Bld: 01/14/2004
 Engine: 3.9L EFI Calb: 4A41DA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:USA 20323 Ford of North Scottsdale Phone:([REDACTED]
 State: Arizona City: Scottsdale Orig/Caller: [REDACTED]
 Symptom: 6 07 4 93 DRVABL,STALL/QUITS,AT IDLE,ALL ENGINE TEMP
 Addl Sym: STALLING BATT LITE FLICKERING Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: RKOTHS Phone: 313 317-7073 Dist Cd: 71 Los Angeles - 71
 Engineering: Phone: TAR:
 Dlr Contact: Phone: Title Cde: T

----- C O M M E N T S -----

| Type | Comments |
|--------|---|
| REPAIR | TECH STATES THAT THE ENG HAS A START STALL CONCERN & THERE ARE CODES P2195,P2197,B1600,B1602 & AT THE TIME OF THE CONCERN THE BATTERY LITE IS FLICKERING. TECH STATES THAT THERE WAS WATER IN THE PCM & HE REPLACED IT & THERE IS NO CHANGE. HE STATES THAT HE HAS CHECKED THE CHARGING SYSTEM & IT IS OK. TECH LOOKING FOR KNOWNS. |
| RECOMM | 04/13/2005 06:20PM ROBERT KOTHS MSS - FCSD - TECH SVC HOTLINE ISM 05-02-220 CHK FOR WATER ENTRY INTO PCM CONNECTOR-----SS ISM 03-12-102 REPORT #: 4IIFH003 REPLACE SENSOR EEC REPLACE:MASS AIR FLOW SENSOR ADVISED TECH OF THE ABOVE MESSAGE & REPORT ALSO ADVISED HIM TO CHECK GROUND G104 ALSO TO SWAP THE MAF SENSOR & RECHECK. |

Rpt#: [REDACTED] NHL Rpt: 04/25/2005 Odom: 55,459 K
 Vehicle: 2004 FREESTAR,CANADA ,WAGON 2FMZA55204E [REDACTED] Bld: 09/10/2003
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:CAN B2314 AVENUE FORD VENTE LTEE Phone:([REDACTED]
 Province Quebec City: Roxboro Orig/Caller: [REDACTED]
 Symptom: 6 98 0 00 DRVABL,INDICATOR,OTHER-CODE NA,OTHER-CODE NA
 Addl Sym: WATER IN PCM Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: MGIRARD1 Phone: 313 317-7064 Dist Cd: 02 02 FCSD REGION-CANADA
 Engineering: Phone: TAR:
 Dlr Contact: JEAN-LOUIS THIBAUT Phone: 514 685-1330 Title Cde: T

----- C O M M E N T S -----

| Type | Comments |
|--------|---|
| REPAIR | TECH HAS WATER IN PCM ,TRANSMISSION SHIFT CONCERN AND STALLING CONCERN |
| RECOMM | 04/25/2005 01:49PM MARIO GIRARD MSS - FCSD - TECH SVC HOTLINE REPLACE PCM AND MAKE SURE THAT CONNECTOR IS FULL OF DIELECTRIC GREASE, |

Rpt#: [REDACTED] RTDAHL Rpt: 04/26/2005 Odom: 41,125 K
 Vehicle: 2004 FREESTAR,SPORT ,WAGON 2FMZA57624B [REDACTED] Bld: 04/14/2004
 Engine: 3.9L EFI Calb: 4A41CA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:USA 10006 Montrose Ford Lincoln Mercury Phone:([REDACTED]
 State: Ohio City: Alliance Orig/Caller: [REDACTED]
 Symptom: 6 03 3 93 DRVABL,CRANKS/NO STAR,START ENG TEMP ,ALL ENGINE TEMP
 Addl Sym: P908U *H* Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:

Region Code: 44 Region Name: Pittsburgh - 44

----- C O M M E N T S -----
 Type Comments
 REPAIR P0340,P1270,P0717,P1502,VERIFIED CRANK NO START,CHECKED PCM POWER AND
 GROUNDS,FOUND WATER IN PCM AND CONN,REPAIRED WATER LEAK AND REPLACED
 PCM,P908U,APPROVAL GIVEN BASED ON TECHS TEST RESULTS

Rpt#: [REDACTED] CREDSR--or-- Q [REDACTED] Rpt: 04/29/2005 Odom: 24,405 K
 Vehicle: 2004 FREESTAR,CANADA ,WAGON 2FMZA55284E [REDACTED] Bld: 12/02/2003
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:CAN A2062 Ford Lincoln Gabriel Phone:([REDACTED]
 Province Quebec City: Montreal Orig/Caller: [REDACTED]
 Symptom: 6 07 4 93 DRVABL,STALL/QUITS,AT IDLE,ALL ENGINE TEMP
 Addl Sym: Attchmnts: 0
 Fix: Caus. Comp: -- RPL Condition Code:

Region Code: 02 Region Name: 02 FCSD REGION-CANADA

----- C O M M E N T S -----
 Type Comments
 CONCER stall and quits
 TECH/C checked codes problem water in pcm and connector c175 checked for
 water leak reseal wiper housing assembly right side

Rpt#: [REDACTED] NHL Rpt: 05/02/2005 Odom: 51,703 K
 Vehicle: 2004 FREESTAR,4X2 ,WAGON 2FMZA516X4B [REDACTED] Bld: 01/29/2004
 Engine: 3.9L EFI Calb: 4A41CA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:USA 07410 Day Ford Phone:([REDACTED]
 State: Pennsylvania City: Monroeville Orig/Caller: [REDACTED]
 Symptom: 6 07 4 93 DRVABL,STALL/QUITS,AT IDLE,ALL ENGINE TEMP
 Addl Sym: STALL ,P1270,P1501,P0721,P0340 Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: BUFIMZEF Phone: 313 317-7067 Dist Cd: 44 Pittsburgh - 44
 Engineering: Phone: TAR:
 Dlr Contact: THOMAS OSCLICK JR Phone: 412 242-9900 Title Cde: SF

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| REPAIR | SHOP FORMAN STATES THE VEHICLE HAS A STALL AND CODES LISTED ABOVE. HAS SEEN WATER IN THE PCM CONNECTOR ON ANOTHER VEHICLE, SEEKING KNOWNS, |
| RECOMM | 05/02/2005 02:30PM BENJAMIN UFIMZEFF MSS - FCSD - TECH SVC HOTLINE ADVISED TECH TO CK THE PCM CONNECTOR FOR BEING FULLY SEATED, CK FOR CAUSE OF WATER LEAK INTO THE CONNECTOR. ISM 05-02-220 CHK FOR WATER ENTRY INTO PCM CONNECTOR-----SS ISM 03-12-102 |

Rpt#: [REDACTED] CREDSR--or-- Q [REDACTED] Rpt: 05/06/2005 Odom: 9,237 K
 Vehicle: 2004 FREESTAR,CANADA ,WAGON 2FMZA55284E [REDACTED] Bld: 11/19/2003
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID: CAN B2515 JACQUES OLIVIER FORD INC. Phone: ([REDACTED])
 Province Quebec City: St-Hubert Orig/Caller: [REDACTED]
 Symptom: 5 03 1 52 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO REVERSE
 Addl Sym: Attchmnts: 0
 Fix: Caus. Comp: PROCESSOR ASSY -- RPL Condition Code:

Region Code: 02 Region Name: 02 FCSD REGION-CANADA

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| CONCER | Transmission at times has no reverse. |
| TECH/C | Retrieved codes and performed road test - unable to confirm concern. Checked PIDs and shook harnesses and checked VREF 5 volts. Suddenly, the engine RPMs increased and reverse was not selectable. Rechecked PIDs and noted VSS @ 127 km/h. Disconnected VSS but no change to PID. Upon disconnecting CMP sensor, VSS PID falls to 0. Disconnected PCM connector and found full of water as well as PCM. Significant accumulation of water also in cowl. Drain installed in cowl and leaking body joint above PCM mounting position repaired. |

Rpt#: [REDACTED] CREDSR--or-- Q [REDACTED] Rpt: 05/12/2005 Odom: 19,111 K
 Vehicle: 2004 FREESTAR,4X2 ,WAGON 2FMZA50224E [REDACTED] Bld: 04/26/2004
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID: CAN B2515 JACQUES OLIVIER FORD INC. Phone: ([REDACTED])
 Province Quebec City: St-Hubert Orig/Caller: [REDACTED]
 Symptom: 6 09 0 00 DRVABL,MISSES,OTHER-CODE NA,OTHER-CODE NA
 Addl Sym: Attchmnts: 0
 Fix: Caus. Comp: PROCESSOR ASSY -- RPL Condition Code:

Region Code: 02 Region Name: 02 FCSD REGION-CANADA

----- C O M M E N T S -----

| Type | Comments |
|--------|---|
| CONCER | Customer report of engine miss, lack of power and "check engine" illuminated. |
| TECH/C | Test confirmed concern - engine lacks power, poor transmission shifts and intermittent reverse. Retrieved DTCS P0340, P0717, P0721, P0733, P0734 & P1270. Performed additional diags and noted PCM connector soaked with water. Removed cowl and found cowl dash also full of water. 2 holes drilled in center aligned with evaporator and 1/2 litre of water drained out. 2 terminals replaced on PCM connector and all other terminals inspected. PCM replaced. |

Rpt#: [REDACTED] NHL Rpt: 05/10/2005 Odom: 19,113 K
 Vehicle: 2004 FREESTAR,4X2 ,WAGON 2FMZA50224E [REDACTED] Bld: 04/26/2004
 Engine: 4.2L EFI Calb: 4A41NA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID: CAN B2515 JACQUES OLIVIER FORD INC. Phone: ([REDACTED])
 Province Quebec City: St-Hubert Orig/Caller: [REDACTED]
 Symptom: 6 98 2 98 DRVABL,INDICATOR,CHECK ENGINE,NOT LISTED
 Addl Sym: MULTIPLE CODES Attchmnts: 0
 Fix: Caus. Comp: -- Condition Code:
 Hotliner: MGIRARD1 Phone: 313 317-7064 Dist Cd: 02 02 FCSD REGION-CANADA
 Engineering: Phone: TAR:
 Dlr Contact: RONALD PROULX Phone: 450 445-3673 Title Cde: T

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| REPAIR | TECH STATED THAT VEHICLE WILL HAVE LACK OF POWER AND MULTIPLE CODES ,TECH STATED THAT WATER IS PRESENT IN THE PCM |
| RECOMM | 05/10/2005 02:40PM MARIO GIRARD MSS - FCSD - TECH SVC HOTLINE ADVISED TO REPLACE PCM |

Rpt#: [REDACTED] Q1CR --or-- CR [REDACTED] Rpt: 05/16/2005 Odom: 51,703 K
 Vehicle: 2004 FREESTAR,4X2 ,WAGON 2FMZA516X4E [REDACTED] Bld: 01/29/2004
 Engine: 3.9L EFI Calb: 4A41CA0A Trans: 4F50N Axle: A/C: YES
 Dealer ID:USA 07410 Day Ford Phone:([REDACTED]
 State: Pennsylvania City: Monroeville Orig/Caller: [REDACTED]
 Symptom: 6 14 0 00 DRVABL,LOSS OF POWER ,OTHER-CODE NA,OTHER-CODE NA
 Addl Sym: Attchmnts: 0
 Fix: Caus. Comp: PROCESSOR ASSY -- RPL Condition Code:

Region Code: 44 Region Name: Pittsburgh - 44

----- C O M M E N T S -----

| Type | Comments |
|--------|--|
| CONCER | customer states van wont move |
| TECH/C | found water leaking under cowl panel dripping onto pcm. pcm had water intrusion. nec to replace pcm and send vehcile to trim shop to reseal cowl panel |

From: Matysiewicz, Edwin (E.J.)
Sent: Wednesday, April 18, 2007 2:13 PM
To: Arszulowicz, Ken (K.J.)
Cc: Perry, Brian (B.J.); Bailey, Owen (O.R.); Kadrovich, Kathy (K.);
'Adrian.Petrut@us.contiautomotive.com';
'David.Wood@us.contiautomotive.com'; 'Morley Jeff-G12133'; Ostroski,
Greg (G.M.); Shingleton, Leslie (L.E.); Gouwens, Tim (T.A.)
Subject: Apparent water stain on the Blue Freestar PCM cover, and suggested
QSF next steps

Attachments: Water stain on Blue Freestar.jpg

Ken

Brian Perry and I were looking at the PCM in the Blue Freestar yesterday afternoon, and Brian appears to have found a water stain on the PCM cover.

If you look at the PCM top stamping just right, you can see that there is an area on the top that looks stained.

Since this unit was only in service for several months, the stain would not be too pronounced. Conversely, the stain on the PCM cover of the other PCM that I sent out earlier, was in service for over a year, so it had pronounced staining.

I have outlined the suspected stain area with black magic marker, and have attached the picture below. .



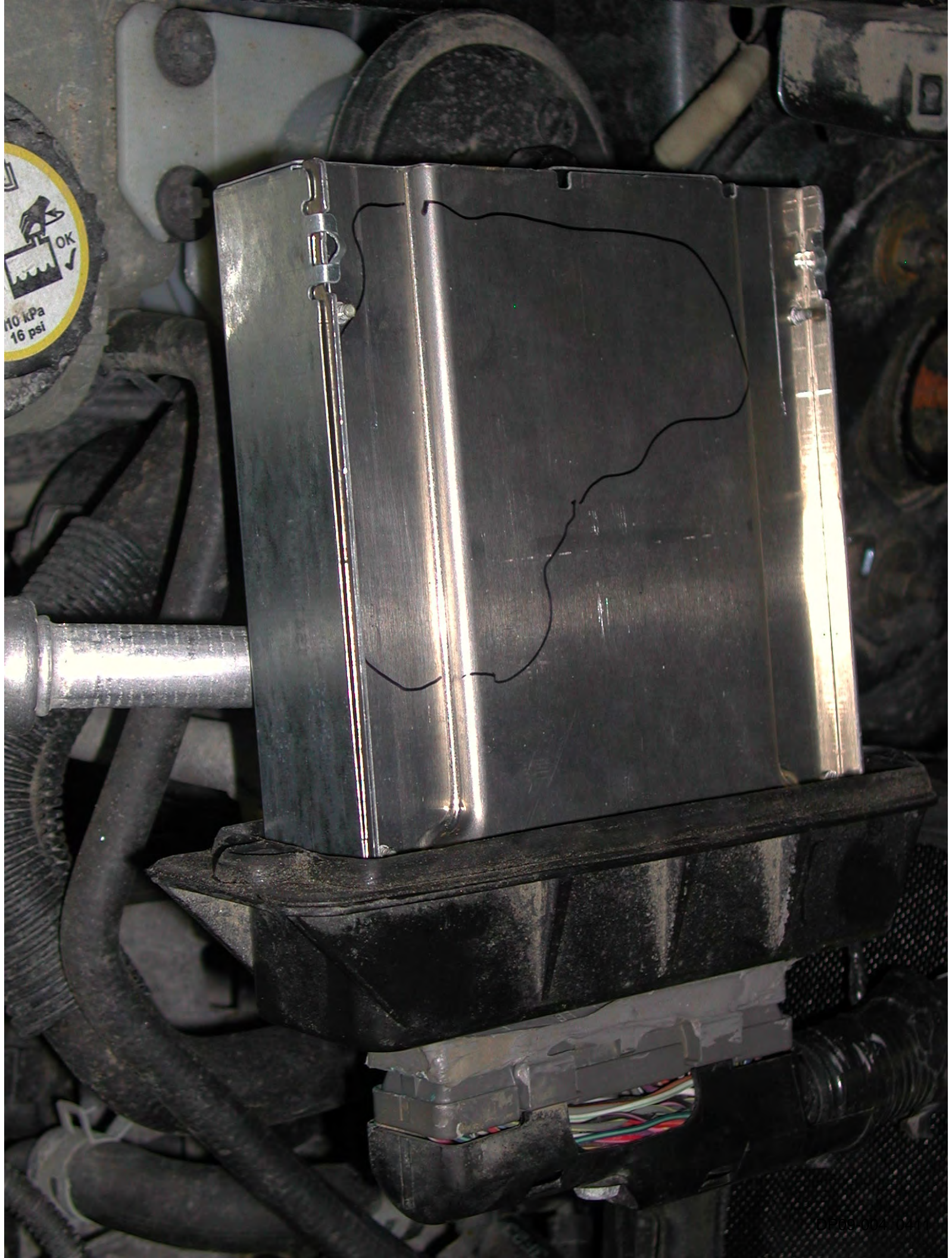
Water stain on Blue
Freestar.j...

Brian suggests that you reassemble the Freestar, ship it over to the pilot plant, and have them install video cameras to run water intrusion testing, just like he did on the DEW98.

Thanks

Ed Matysiewicz
PCM D&R Engineer
Programs: D186, PN96, V229, U204, U293, U377, U364
Ford Desk Cell: 313-805-7111
Belt Cell: 248-910-2144

OK
10 kPa
16 psi



From: Nasar, John (H.S.)
Sent: Thursday, August 11, 2005 6:38 AM
To: Hearn, Mark (E.); Kulkarni, Arvind (A.); Syed, Nasir (N.S.); Janic, Alex (A.); Fang, Andy (A.); Male, Michael (M.J.)
Cc: Stodola, Robert (R.J.); Stever, Paul (P.G.); Cordeau, Roger (T.); Hayduk, Mark (M.S.); McDonald, Joseph (J.); Nasar, John (H.S.)
Subject: FW: Assign. 05-171 04 Freestar Water into PCM Connector
Importance: High
Attachments: PCM2.jpg; PCM4.jpg; PCM3.jpg; PCM1.jpg

Pls read the CQIS below came from the Field Quality Engineer as per the assignment that has been issued. I guess it could not be more clear than this as per the description from the CQIS report and the photos attached.

Water is reaching the PCM connector from top finding it way through the two spot welds (dimples) on the sheet metal under the cowl top foam. We need to make a change either to the cowl top foam or the sheet metal spot welds or both to prevent that failure mode. Lets discuss actions in our CMT meeting of August 18th, 05.

Pls send this information to whoever own these systems from PD and can help to resolve this issue.

Mark Hayduk and Joseph, thanks for the valuable info.

Regards,

JOHN NASAR

Ford Motor Company
Ford Customer Service Division
Windstar / Freestar / Monterey
PVT - Oakville Assembly Plant
Tel.: (905) 845 - 2511, ext.: 2371
Fax: (905) 845 - 9325
E-mail: hnasar@ford.com

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: McDonald, Joseph (J.)
Sent: Tuesday, August 09, 2005 12:59 PM
To: Nasar, John (H.S.)
Subject: FW: Assign. 05-171 04 Freestar Water into PCM Connector

FYI

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

From: Hayduk, Mark (M.S.)
Sent: Tuesday, August 09, 2005 11:40 AM
To: McDonald, Joseph (J.)
Cc: Hayduk, Mark (M.S.)
Subject: Assign. 05-171 04 Freestar Water into PCM Connector

Joe, attached is a report for this assign. I will ship the PCM when it is changed. Photos are attached to CQIS report. Thanks.

Attachments : 4

Report# : ██████████ **Received:** 08/09/2005
CCRG/EPRC: S **Reviewed Status:** **Date:** 08/09/2005
Vehicle: 2004,FREESTAR,4X2 ,WAGON ,2FMZA50614B ██████████ **Build Date:** 04/02/2004
Odometer : 39,065 M **Engine:** 3.9L EFI **Calibration:** 4A41CA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: USA 07467 Woltz & Wind Ford, Inc. **Phone#:** (412) 279-4551
City: Heidelberg **State:** Pennsylvania **Country :** USA
Originator: MARK HAYDUK
Symptom: 6 07 6 93 DRVABL,STALL/QUITS,AT CRUISE,ALL ENGINE TEMP
Status:
VFG: V42 NO STALLS
Additional Symptom: WATER IN PCM CONNECTOR
Fix: **Causal Component :**
Condition Code:
Region Code: 44 **Region Name:** Pittsburgh - 44

Comments :

CONCER 08/09/2005 11:28AM MARK HAYDUK MSS - FCSD - CQD - FQE
CUST. STATES THAT THE VEHICLE STALLED 3 TIMES WHILE DRIVING ON THE HIGHWAY. AFTER WAITING FOR A WHILE, THE VEHICLE WILL RE-START. CHECK ENGINE LIGHT IS ON NOW.

TECH/C **08/09/2005 11:28AM MARK HAYDUK MSS - FCSD - CQD - FQE**
TECH. FOUND CODE P0301 AND VERIFIED ROUGH RUNNING. TECH. PULLED CONNECTOR TO PCM AND FOUND THAT WATER CAME OUT OF THE CONNECTOR. FQE VERIFIED THAT THE PCM CONNECTOR WAS WET. TECH. AND FQE PULLED COWL AND FOUND TWO SPOT WELDS ON FORWARD EDGE OF COWL DIRECTLY ABOVE THE PCM CONNECTOR THAT WERE "DIMPED". THE DIMPLES CAUSED THE FOAM SEAL ON THE BOTTOM OF THE COWL TO PULL AWAY ENOUGH TO PERMIT THE WATER TO DRIP ONTO THE PCM CONNECTOR AS EVIDENCED BY THE DIRT TRAIL. TECH. IS DRYING OUT THE CONNECTOR AND PACKING IT WITH DIELECTRIC AND REPLACING THE PCM. PCM WILL BE RETURNED TO ARVIND KULKARNI AT OAKVILLE ASSY. PLANT PER FCSD ASSIGN. 05-171. PHOTOS ARE ATTACHED TO THIS REPORT. MARK HAYDUK - PITTBURGH FQE - 724-413-9113.

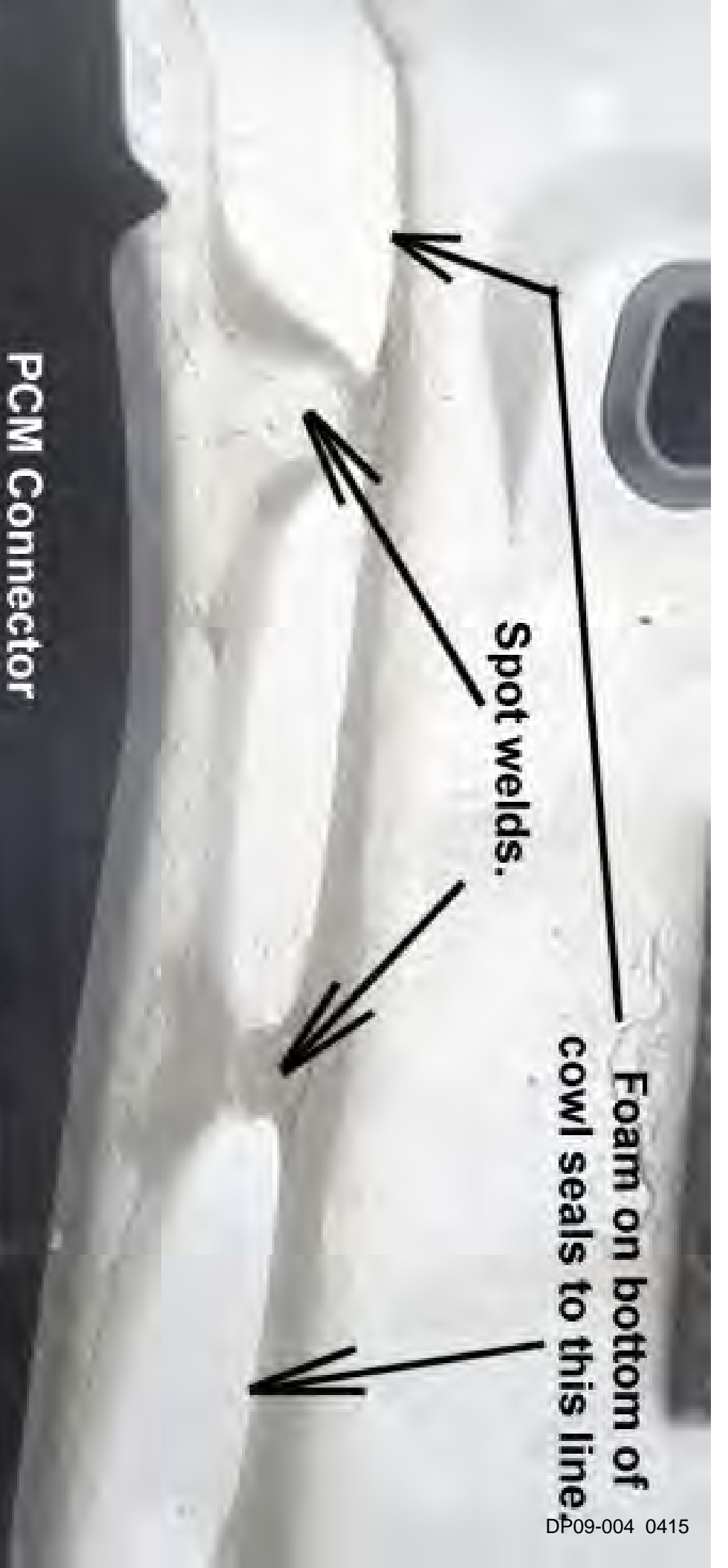
Please click on the link below to view the attachments associated with this report

http://www.gcqis.ford.com/gcqis/asp/DIViewAttachment_Mainx.asp?ReportNumber=5HIFR001



CCIS: [REDACTED]
Mark Hayduk - Pittsburgh FOE
8-9-05

File: [REDACTED]



Foam on bottom of
cowl seals to this line

Spot welds.

PCM Connector



COIS: [REDACTED]
Mark Hayduk - Pittsburgh FQE
8-9-05
File: [REDACTED]

View from windshield to rear of cowl seal
showing weld dimples, water path onto
PCM connector.



CAIS: [REDACTED]

Mark Hayduk - Pittsburgh FOE

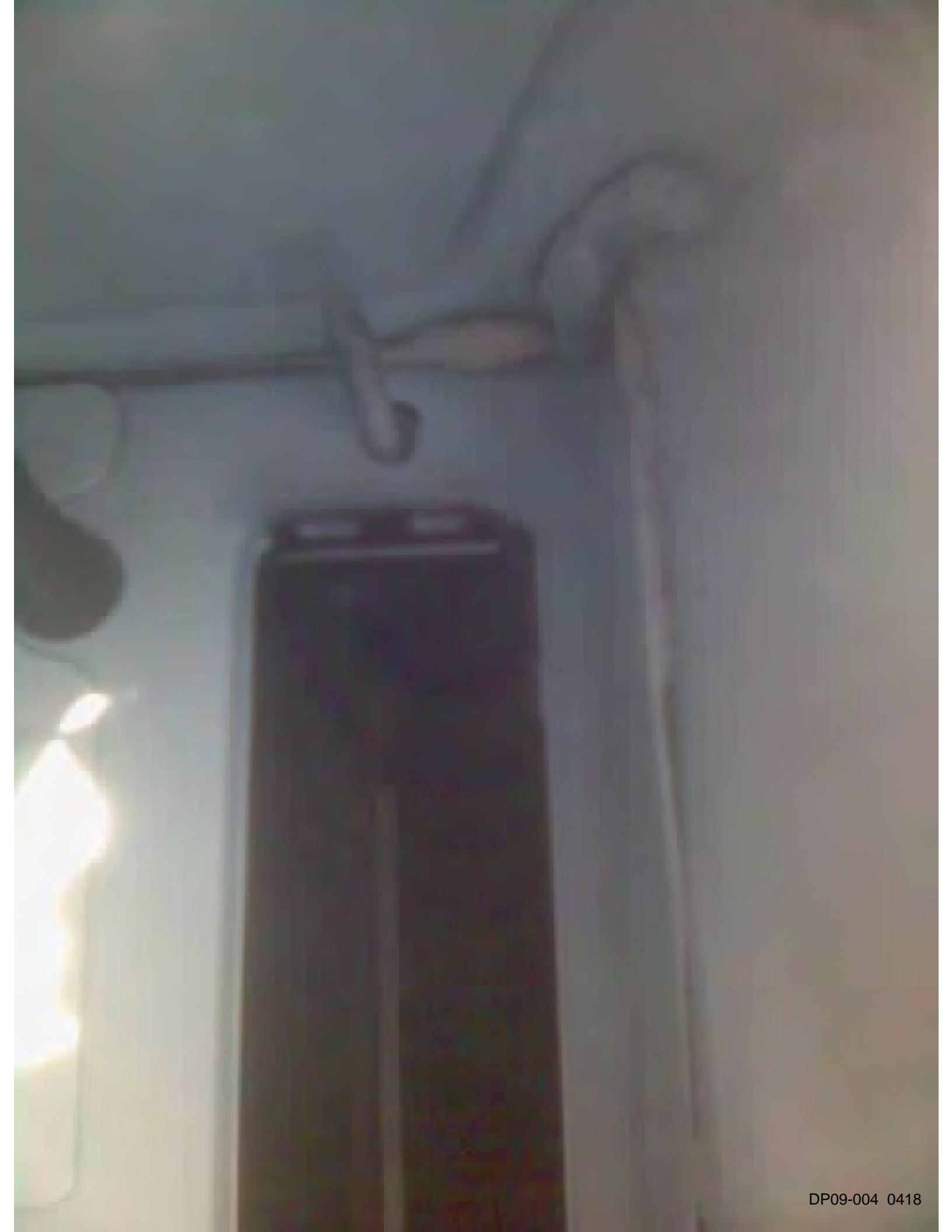
8-9-05

File: [REDACTED]

CAIS: [REDACTED]
Mark Hayduk - Pittsburgh FQE

File: [REDACTED]
8-9-05





From: Hearn, Mark (E.)
Sent: Tuesday, December 06, 2005 2:50 PM
To: Jackson, Kelvin (K.R.)
Cc: Hnatejko, Myron (M.); Stever, Paul (P.G.); Nasar, John (H.S.)
Subject: Cowl Clip Trial

Kel,

thanks for your help this afternoon in support of the clip trial. This change will help us resolve some warranty concerns we are having relative to the PCM. Again, please pass on my thanks to the operators for their co-operation and assistance.

Mark Hearn
PTO Resident Engineer
Freestar Plant Vehicle Team

Oakville Assembly Plant
Phone: (905) 845-2511 Ext 1089 Dail Net: 853-1089
Fax: (905) 845-0132
mhearn@ford.com

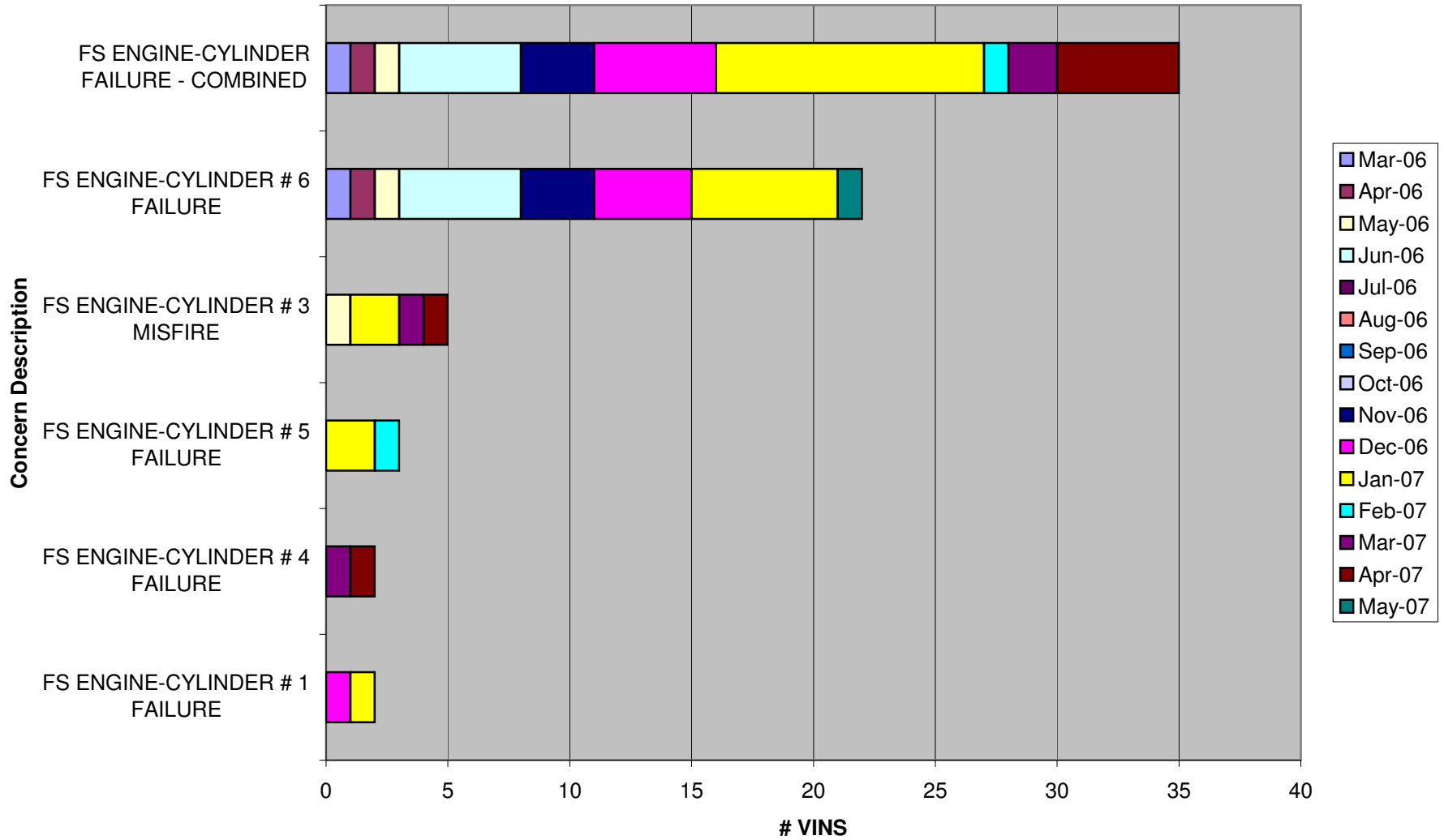
From: Borneo, Joseph (J.A.)
Sent: Thursday, October 13, 2005 10:54 AM
To: Nasar, John (H.S.); Hearn, Mark (E.)
Subject: Cowl Leak Protection for Production

John/Mark,

Could you please update me on what is being done to prevent cowl leaks in the current production vehicles at Oakville.
Thanks.

Joseph Borneo
Supervisor
4F50N Transmission Vehicle Systems/Calibration
D186/V229 Programs
ATEO Bldg, Cube W220E
(734)523-5950
Pager: (734) 797-9539
USERID: JBORNEO

CQIS V229 Report Date - Misfire codes/Spark plug failures



From: Hazel, Jeff (J.D.)
Sent: Tuesday, November 15, 2005 8:51 AM
To: Highe, Stanley (S.)
Cc: Nasar, John (H.S.); Ufimzeff, Ben (B.); Hazel, Jeff (J.D.)
Subject: CQIS coding for TSB 05-23-7

Hello Stan.

What codes do you have coded for TSB 05-23-07 for GCQIS?

Ben said the Hotliners do not get this to come up for 698298 and 607000.

The codes listed for OASIS are 501000 / 502000 / 503000 / 504000 / 607000 / 608000 / 608400 / 609000 / 609400 / 609500 / 609600 / 612000 / 612500 / 612600 / 698298.

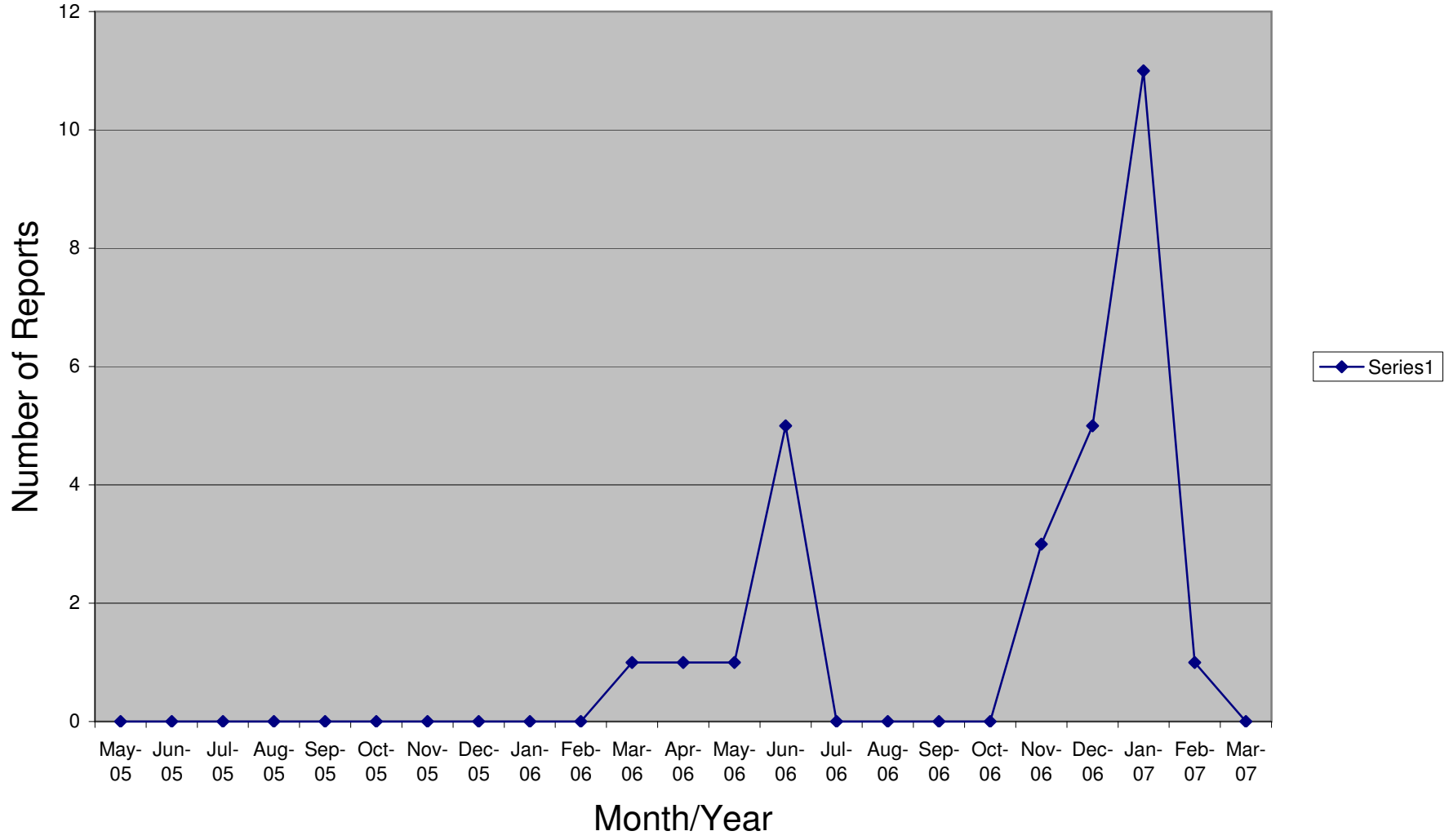
Jeff Hazel

FCSD - Service Engineering Operations
Product Concern Engineer
Room 541, Diagnostic Service Center II
1800 Fairlane Drive, Allen Park, MI 48101
Tel/Fax: 313-206-4534
[**jhazel@ford.com**](mailto:jhazel@ford.com)

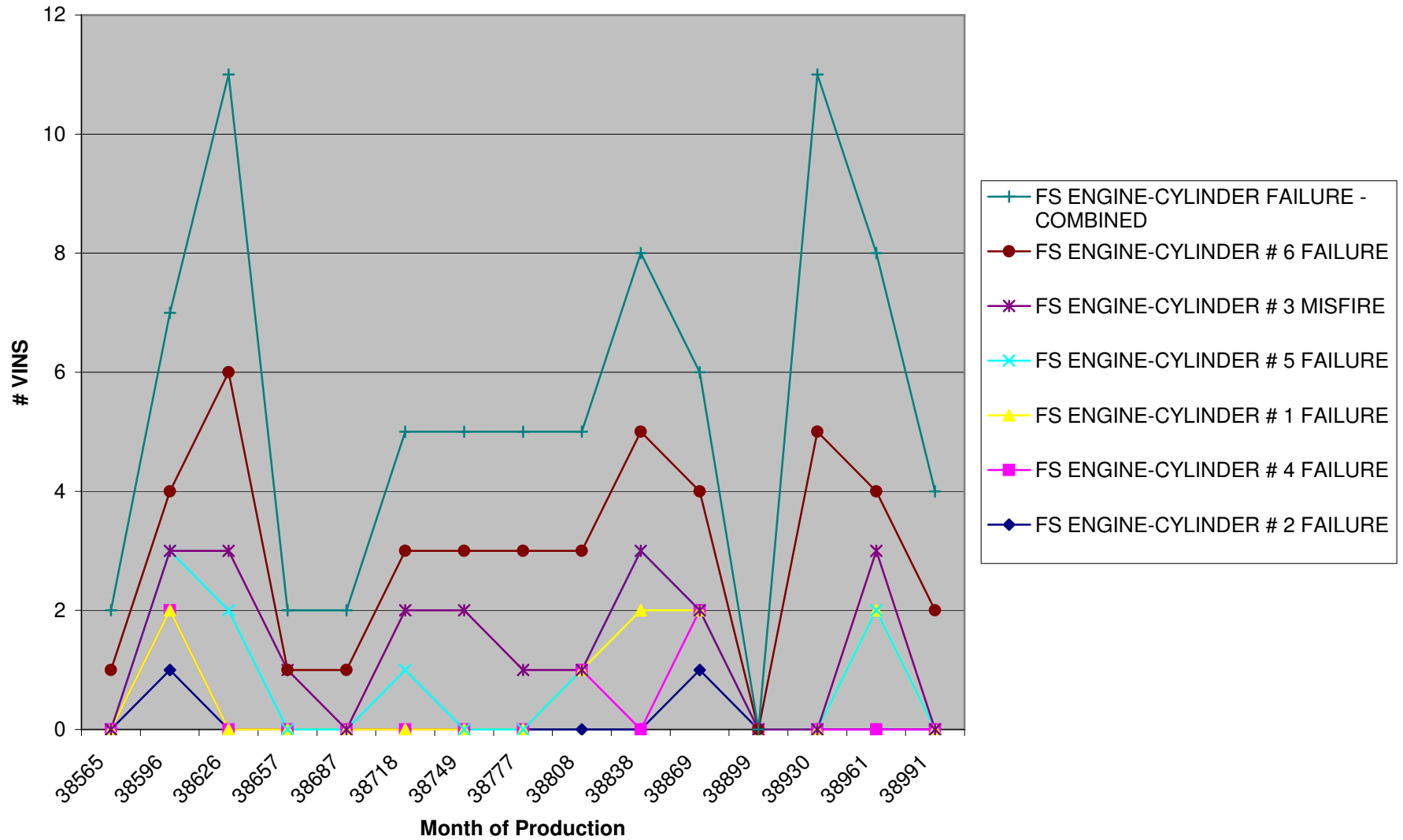
| | May-05 | Jun-05 | Jul-05 | Aug-05 | Sep-05 | Oct-05 | Nov-05 | Dec-05 | Jan-06 | Feb-06 | Mar-06 | Apr-06 | May-06 | Jun-06 | Jul-06 | Aug-06 | Sep-06 | Oct-06 |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| FS ENGINE-CYLINDER # 2 FAILURE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FS ENGINE-CYLINDER # 4 FAILURE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FS ENGINE-CYLINDER # 1 FAILURE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FS ENGINE-CYLINDER # 5 FAILURE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FS ENGINE-CYLINDER # 3 MISFIRE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| FS ENGINE-CYLINDER # 6 FAILURE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 0 | 0 | 0 |
| FS ENGINE-CYLINDER FAILURE - COMBINED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 5 | 0 | 0 | 0 | 0 |

| Nov-06 | Dec-06 | Jan-07 | Feb-07 | Mar-07 | Apr-07 | May-07 |
|--------|--------|--------|--------|--------|--------|--------|
| 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 0 | 0 | 0 | 0 | 1 | 2 | 0 |
| 0 | 1 | 1 | 0 | 0 | 1 | 1 |
| 0 | 0 | 2 | 1 | 0 | 2 | 0 |
| 0 | 0 | 2 | 0 | 1 | 3 | 0 |
| 3 | 4 | 6 | 0 | 0 | 2 | 1 |
| 3 | 5 | 11 | 1 | 2 | 5 | 1 |

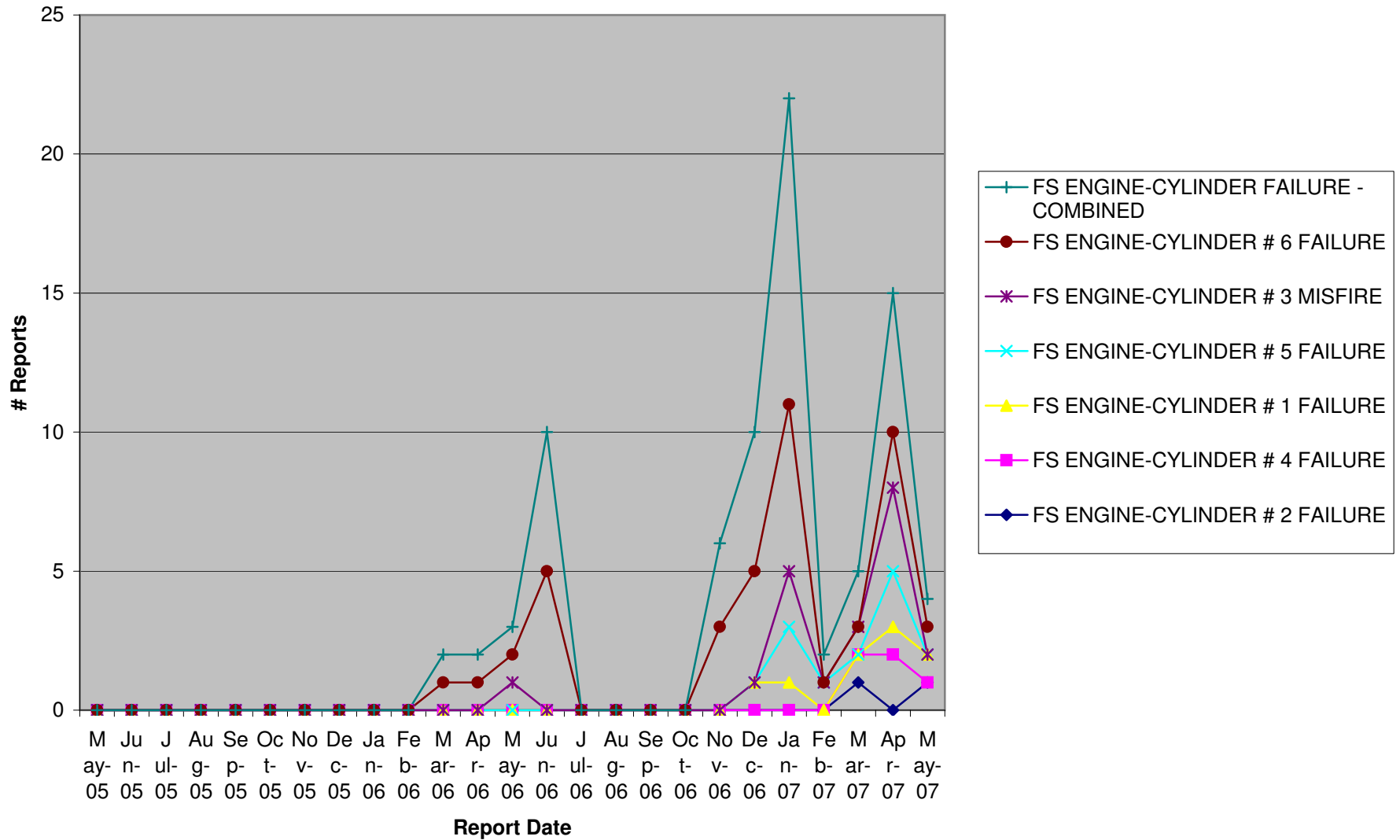
CQIS Reports by Report Date



CQIS Reports by Build Date V229 Cylinder Electrode Failure



CQIS Report Date V229 Cylinder Electrode Melted



From: Nasar, John (H.S.)
Sent: Thursday, October 27, 2005 7:15 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: CQIS report for 2004MY - PCM water Intrusion.
Attachments: Picture 003.jpg; Picture 0017.jpg

Dealer removed the dash to seal the water soaked foam.



Picture 003.jpg (743 KB) Picture 0017.jpg (753 KB)

Report# [REDACTED] NHL Received: 10/26/2005
CCRG/EPRC: Reviewed Status: Date:
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA56244BB31006 Build Date: 06/15/2004
Odometer : 30,894 K Engine: 4.2L EFI Calibration: 4A41NA0A
Transmission: 4F50N Axle: A/C: YES
Dealer: CAN B8375 Ed Learn Ford Sales Ltd Phone#: (905) 684-6373
City: St Catharines Province Ontario Country : CAN
Originator: HANS WEISS
Symptom: 1 10 1 00 BODY,SEALING,WATER LEAKS,OTHER-CODE NA
Status:
VFG: V37 WATER LEAKS
Additional Symptom: WATER ENTRY INTO PCM
Fix: Causal Component :
Condition Code:
Hotliner: JHERDZIK Phone: 313 317-9369 Regn Cd: 08 08 FCSD REGION-CANADA

Engineering: Phone: TAR:

Dlr Contact: HANS WEISS Phone: 905 684-6373 Title Cde: T

Comments :
REPAIR 10/26/2005 10:04AM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE
TECH STS THERE IS A WATER ENTRY CONCERN AT THE PCM. TECH STS HE HAS REPLACED THE PCM AND HE STILL HAS TO RESOLVE THE WATER ENTRY CONCERN AND IS SEEKING KNOWNS. TECH SEEKING HOTLINE ASSISTANCE.
RECOMM 10/26/2005 10:04AM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE
ISM 05-02-220 CHECK FOR WATER ENTRY INTO THE PCM CONNECTOR ADVISED TECH OF THE ISM INFORMATION. ADVISED TECH HE NEEDS TO MAKE SURE NO SEALS ARE MISSING NEAR THE COWL AREA. ADVISED TECH IF NEEDED USE SILICONE TO SEAL THE COWL AREA
REPAIR 10/26/2005 02:34PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE
TECH CALLING BACK ON THE SAME CONCERN. TECH STS HE HAS WATER TESTED THE VEHICLE AND FOUND THE WATER DRIPPING IN ON THE TOP OF THE PCM. TECH SEEKING HOTLINE ASSISTANCE.
RECOMM 10/26/2005 02:34PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE

ADVISED TECH HE NEEDS TO USE SILICONE TO SEAL UP THE COWL AREA WATER LEAK. ADVISED TECH IF POSSIBLE TAKE PICTURE'S AND SEND THE PICS TO E-MAIL ADDRESS JHERDZIK@FORD.COM

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 25, 2005 10:52 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: V229 PCM/AT water intrusion Meeting Matrix- Updated for Next Meeting 10/227/05, 8:30 am)

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 25, 2005 8:28 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: RE: V229 PCM/AT water intrusion - Updated for Next Meeting 10/25/05, 8:30 am) - AWS data

<< File: AWS CALIMS BY PCM PART AND WATER.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Friday, October 21, 2005 8:43 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang,

Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)

Subject: V229 PCM/AT water intrusion - Updated for Next Meeting 10/25/05, 8:30 am)

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 18, 2005 4:20 PM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorola.com'; Borneo, Joseph (J.A.)
Subject: Meeting Matrix

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005





From: Syed, Nasir (N.S.)
Sent: Tuesday, April 18, 2006 1:47 PM
To: Speck, Wade (W.M.)
Cc: Bateman, Brenda (.); Cordeau, Roger (T.); Dewaele, Jeff (J.A.); Bergenwall, Jim (J.G.); Nasar, John (H.S.); Xiao, Anna (A.)
Subject: RE: Ecn0354827-Change to replace clip with new that has thicker foam gasket and different material to stop water leak into cowl top-400J(exhaust)

Attachments: ECN354827.XLS

This clip is installed in paint. The trial small sample is already completed with ergo assessment.



ECN354827.XL
S (40 KB)

Regards,

Nasir A Syed

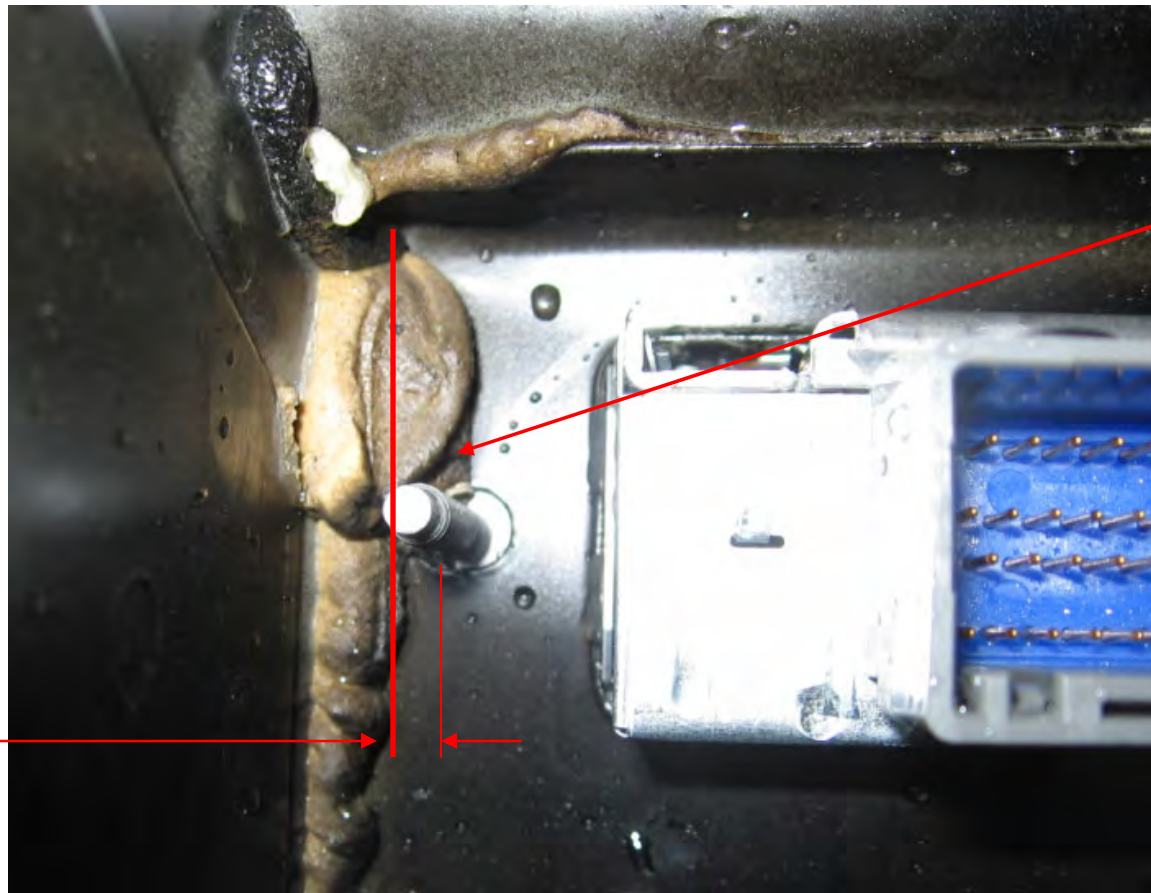
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

From: Speck, Wade (W.M.)
Sent: Tuesday, April 18, 2006 1:38 PM
To: Syed, Nasir (N.S.)
Cc: Bateman, Brenda (.); Cordeau, Roger (T.); Dewaele, Jeff (J.A.); Bergenwall, Jim (J.G.)
Subject: Ecn0354827-Change to replace clip with new that has thicker foam gasket and different material to stop water leak into cowl top-400J(exhaust)

-please update functional data and return ASAP

Brenda/Roger-hyperlink to Checklist/concern is required
-gspas-FXF00100-install cowl grille top vent (leaf screen)-NO NEW PART, not reflecting change
-400J-Paint zone J (exhaust chg)
<< File: ECN354827.XLS >>

Excess body sealer preventing PCM cover from sealing



Excess foam
Preventing
PCM cover
from sealing.
Allows water
into PCM and
Passenger
compartment

Body sealer
cannot
Be within
10 mm from
Edge of PCM
Stud hole
after
expansion

From: Campau, Patrick (P.J.)
Sent: Tuesday, October 25, 2005 11:33 AM
To: Nasar, John (H.S.)
Subject: file

Attachments: 88-5551 repair procedure.doc



88-5551 repair
rocedure.doc (.

Patrick Campau
Transmission Service Engineering
734-523-6486

Subject: Water Leaking Down from the Cowl Panel Grill area on Transaxle or Powertrain Control Module (PCM) causing engine and transmission driveability issues

Issue:

Some 1999-2003 Windstar and 2004-2006 Freestar/Monterey vehicles may exhibit driveability issues such as harsh or delayed transmission shifts/engagement, no reverse engagement, engine surging, misfire, rough idle. These conditions may be caused by water entering the transaxle vent or powertrain control module, due to water leaking down from the cowl panel grille (cowl top vent panel) area.

Action: After following normal published diagnostic and repair procedures, seal the water leak path in the cowl panel grille area. Refer to the following Service Procedure.

Repair Procedure:

1. Remove the wiper pivot arm (Figure 1).
 - a) Release pivot arm nut cover.
 - b) Remove and discard the pivot arm nut.
 - c) Remove the pivot arm.
2. Remove the screws (Figure 2).
3. Release the clips.
4. Remove the windshield wiper hose.
5. Remove the upper cowl panel grille.
6. Disconnect the electrical connector (Figure 3).
7. Remove the lower cowl panel assembly (Figure 4).
 - a) Remove the 10 bolts.
 - b) Remove the lower cowl panel assembly.
8. Get two pieces of the PVC soft foam adhesive strips (164-R4901) from the Rotunda Squeak and Rattle kit (164-R4900).

9. Cut both pieces of PVC soft foam adhesive strips in half, lengthwise so you have four (4) pieces 7/8" x 6 (22 mm x 152 mm) (Figure 5).
10. Clean the metal body surface under the lower cowl panel, in the area above the transaxle and the area above the PCM.
11. Place two of the cut pieces of the PVC soft foam adhesive strips on the metal body surface over the transaxle area. The two ends need to touch, do not allow any gap between the two ends (Figure 6).
12. Place the other two cut pieces of the PVC soft foam adhesive strips on the metal body surface over the PCM area. The two ends need to touch, do not allow any gap between the two ends (Figure 7).
13. Check that the three (3) rubber plugs and five (5) gray plastic clips are fully seated. Add Silicone Rubber Sealer around the three (3) rubber plugs and the five (5) gray plastic clips (Figure 8).
14. Add Silicone Rubber Sealer to the body seam at each end of the metal body surface next to the fender (Figure 9).
15. Install the lower cowl panel and 10 retaining bolts (Figure 10).
16. Connect the electrical connectors (Figure 11).
17. Install the upper cowl panel grille.
18. Install the windshield wiper hose.
19. Install four (4) new pushpin screw/rivets (N806322-S) to secure the upper cowl to the lower cowl. Add Silicone Rubber Sealer to the four (4) pushpin screw/rivets to make a watertight seal around them (Figure 12).
20. Add Silicone Rubber Sealer to the front seam between the upper and lower cowl in the area above the transaxle (Figure 13).
21. Install wiper pivot arms (Figure 14).

NOTE: APPLY THREADLOCK TO THE NEW PIVOT ARM NUT.

21. Check the wiper pivot arm adjustment.

From: Arszulowicz, Ken (K.J.)
Sent: Wednesday, February 21, 2007 7:59 AM
To: Fitz, Don (D.J.); Warm, David (D.L.); Brush, Eric (E.G.); Hearn, Mark (E.); Nasar, John (H.S.); Matysiewicz, Edwin (E.J.); Davenport, Marty (M.F.); Nagy, Louis (L.A.); Shingleton, Leslie (L.E.)
Subject: Fishbone
Attachments: Freestar Plug Fishbone.xls

Team,

Here's the fishbone I received from Eric Brush. Please look it over before Monday's meeting.

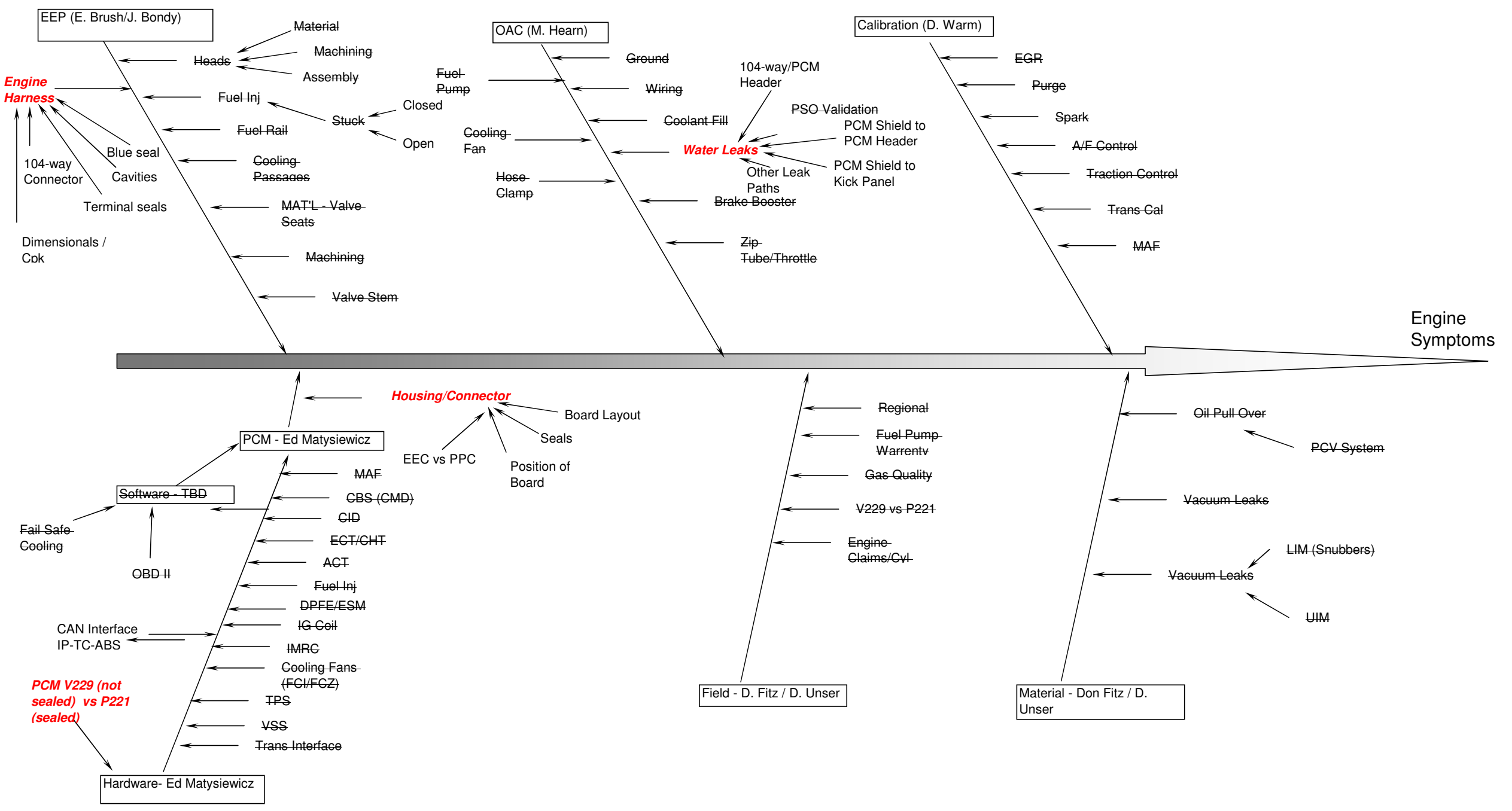
Thanks.



Freestar Plug
Fishbone.xls (49...

Ken Arszulowicz

Certified Six Sigma Black Belt
313-805-4022
karszulo@ford.com

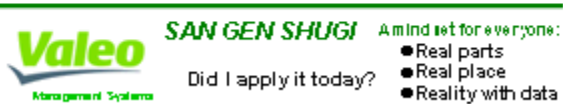


From: howard.gillespie@valeo.com
Sent: Monday, November 07, 2005 4:17 PM
To: Syed, Nasir (N.S.)
Cc: Hearn, Mark (E.); Nasar, John (H.S.)
Subject: Ford V229 Foam Seal Vehicle Evaluation Summary.
Attachments: v229 foam seal.xls

Nasir, please review and discuss at tomorrows morning meeting 10:30 to 11:00...

Regards,

Howard Gillespie
Group Resident Engineer
Ford Oakville V229 Program
VMS – Auburn Hills, USA
Tel: 416-989-4037 / Fax: 416-989-4123



----- Forwarded by Howard GILLESPIE/AuburnHills/VMS/VALEO on 11/07/2005 04:06 PM -----

Keith CRIDER - Rochester - VWS

11/07/2005 12:40 PM

To: Howard GILLESPIE/AuburnHills/VMS/VALEO@VALEO
cc:
Subject: Ford V229 Foam Seal Vehicle Evaluation Summary.

Keith Crider
Valeo Wiper Systems- Rochester, NY
Customer Quality Manager
Phone: (585) 277-3561/ Fax: 3458
Cell: (585) 370-0176
keith.crider@valeo.com

----- Forwarded by Keith CRIDER/Rochester/VWS/VALEO on 11/07/2005 12:40 PM -----

Anthony BOSSO - Rochester - VWS

11/04/2005 11:36 AM

To: John MILLER/Rochester/VWS/VALEO@VALEO
cc: Keith CRIDER/Rochester/VWS/VALEO@VALEO
Subject: Ford V229 Foam Seal Vehicle Evaluation Summary.

We obtained a 2005 Ford Freestar with build month/yr of Feb 05. Removed arms, and wet cowl and examined Valeo wiper module for gaps in the foam seal of the wiper module on both the passenger side and drivers side of the vehicle. No gaps were observed in this vehicle. We then sprayed water on the windshield to evaluate drip paths surrounding wiper module. It was noted that a major water path was detected at edge of the passenger side of the vehicle beyond the point where the wiper module was sealed with foam. The water at this location was entering the engine compartment in the general area of the vehicle PCM where Ford has said there was a water entry problem associated with the vehicle PCM. We then replaced the original module with a current production module and found the water entry path into the engine compartment to be identical. We then removed the wiper module and disassembled the PCM connector to understand the type of connector Ford uses to connect to the PCM. It is a weatherproof 104 pin connector with grommets on each terminal and a gasket between mating connectors. To further understand the water entry issue with the connector, an experiment was devised the determine the exact path of the the water into the PCM with the original wiper module. An ultraviolet detectable dye was added to water which was then sprayed on the windshield. The experiment revealed that the foam seal was watertight but the PCM connector was still being compromised with water. This was the result of water entering from the side of the engine compartment and dropping on the top of the PCM connector as evidenced by the UV trace of the dye. In summary, the foam seal can be completely sealed but the water will still drip on the PCM connector and if the connector is not completely weatherproof (as stated in its specifications) water will damage the PCM operation.

DP09-004 0441

8/5/2009

Tony Bosso

Warranty Engineer

VWS – Rochester, New-York - USA

Tel.: 001-585-277-3664/ Fax: - 3427

anthony.bosso@valeo.com



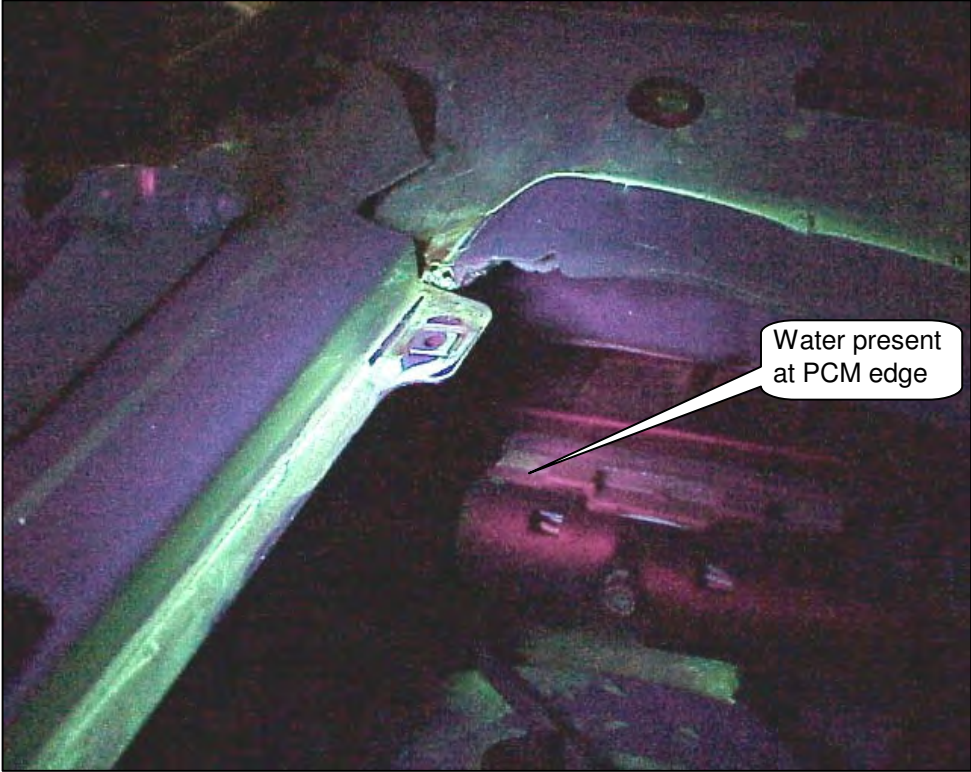
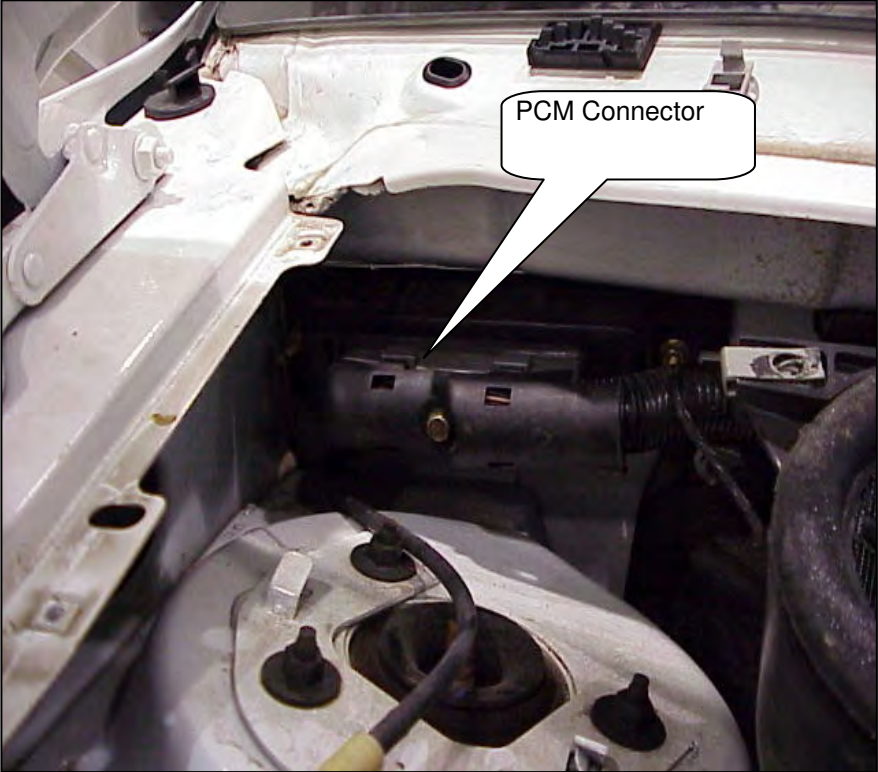
SAN GEN SHUGI

Did I apply it today?

A mindset for everyone:

- Real parts
- Real place
- Reality with data

Passenger Side Rear of Engine Compartment



PCM connector was disassembled after testing and water dye trace was present on terminals causing possible dendritic growth of low resistance bridges

From: Campau, Patrick (P.J.)
Sent: Monday, November 07, 2005 2:08 PM
To: Nasar, John (H.S.)
Subject: FW: 088-2005-5551 Engine/Transmission Driveability Issues

Attachments: 088-2005-5551.pdf

John, look at the attached PDF file and let me know if it is Ok with you!.

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

From: Sprunger, Jon (J.L.)
Sent: Monday, November 07, 2005 1:17 PM
To: Campau, Patrick (P.J.)
Subject: RE: 088-2005-5551 Engine/Transmission Driveability Issues

Pat,

The updated TSB is attached. I am planning to release it later this afternoon, so let me know as soon as possible if you see any issues.

The changes you requested were: A) In the repair procedure step 1 b remove the words "and discard". B) In the note for step 21 remove the word "NEW". C) Replace all the words in step 14 with "Remove and discard the two rubber plugs on the bottom of the cowl sheet metal (figure 9)". D) Replace figure 9 with new art from Brown Art. I'm supplying photos to them today.



088-2005-555
1.pdf (294 KB)

Sincerely,

Jon Sprunger
Global Technical Communications - FCSD
TSB/SSM Processing
Phone: (313)32-32272
Fax: (313)24-86449
jsprunge@ford.com

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

From: Campau, Patrick (P.J.)
Sent: Monday, November 07, 2005 9:06 AM
To: Sprunger, Jon (J.L.)
Subject: RE: 088-2005-5551 Engine/Transmission Driveability Issues

I have a copy but it does not have a number on it.
<< File: new figure 9.pdf >>

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

From: Sprunger, Jon (J.L.)
Sent: Monday, November 07, 2005 9:03 AM
To: Campau, Patrick (P.J.)
Subject: RE: 088-2005-5551 Engine/Transmission Driveability Issues

Thanks. Did they send you an electronic copy that has an art number (bottom right)?

Sincerely,

Jon Sprunger
Global Technical Communications - FCSD
TSB/SSM Processing
Phone: (313)32-32272
Fax: (313)24-86449
jsprunge@ford.com

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

From: Campau, Patrick (P.J.)
Sent: Monday, November 07, 2005 9:00 AM
To: Sprunger, Jon (J.L.)
Subject: RE: 088-2005-5551 Engine/Transmission Driveability Issues

The requested change of the causal part number is OK with me.

The new art is done for figure 9 and I have approved it. So that can be added also.

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

From: Sprunger, Jon (J.L.)
Sent: Monday, November 07, 2005 8:19 AM
To: Campau, Patrick (P.J.)
Subject: 088-2005-5551 Engine/Transmission Driveability Issues

Pat,

There was a recommendation from the claims processing group to change the causal part number on this TSB to "cowl panel # 7002030". Currently the causal part number is 17020.

Any concerns with making this change?

Sincerely,

Jon Sprunger
Global Technical Communications - FCSD
TSB/SSM Processing
Phone: (313)32-32272
Fax: (313)24-86449
jsprunge@ford.com

FORD:

1999-2003 Windstar
2004-2006 Freestar

MERCURY:

2004-2006 Monterey

ISSUE

Some 1999-2003 Windstar and 2004-2006 Freestar/Monterey vehicles may exhibit engine/transmission driveability issues due to water entering the powertrain control module (PCM) or transaxle vent. Symptoms may include harsh or delayed transmission shifts/engagements, no reverse engagement, engine misfire, and rough idle. The water leakage may be due to water leaking down from the cowl panel grille (cowl top vent panel) area.

ACTION

During normal diagnostic and repair procedures, inspect for evidence of water damage at the PCM and/or transaxle. If present, seal the water leak path in the cowl panel grill area per the following Service Procedure.

SERVICE PROCEDURE

1. Remove the wiper pivot arm (Figure 1).
 - a. Release pivot arm nut cover.
 - b. Remove the pivot arm nut.
 - c. Remove the pivot arm.

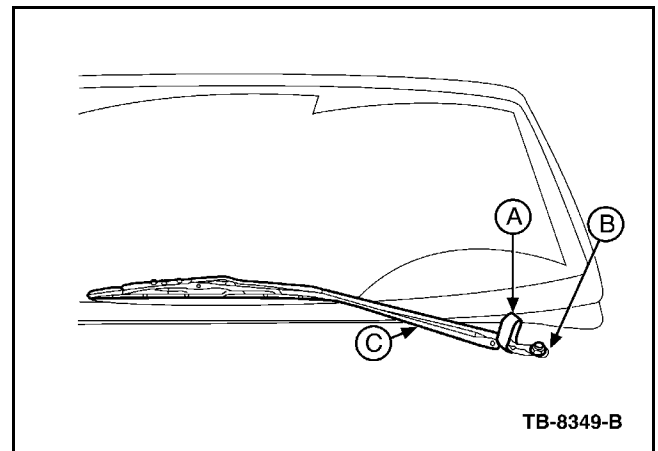


Figure 1 - Article 088-2005-5551

2. Remove the screws (Figure 2).

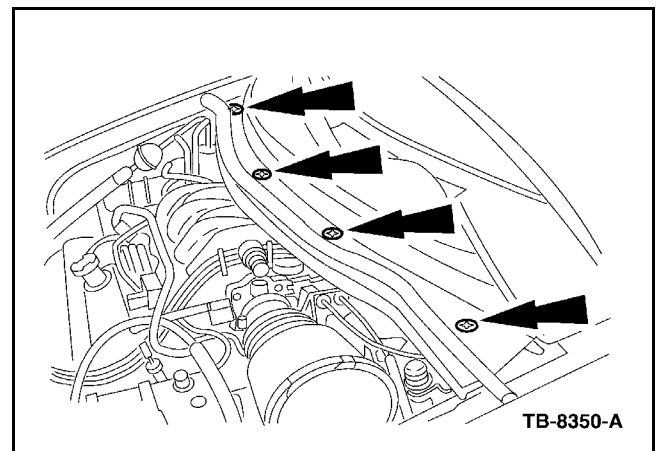


Figure 2 - Article 088-2005-5551

3. Release the clips.
4. Remove the windshield wiper hose.
5. Remove the upper cowl panel grille.
6. Disconnect the electrical connector (Figure 3).

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supercede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.

Concern Tracking# 088-2005-5551 (Continued)

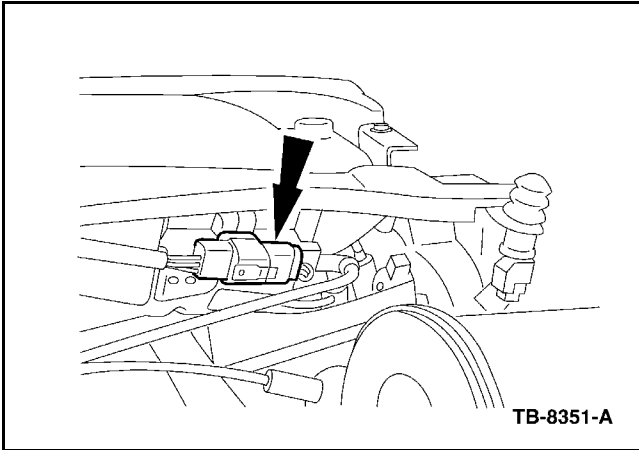


Figure 3 - Article 088-2005-5551

7. Remove the lower cowl panel assembly (Figure 4).
 - a. Remove the 10 bolts.
 - b. Remove the lower cowl panel assembly.

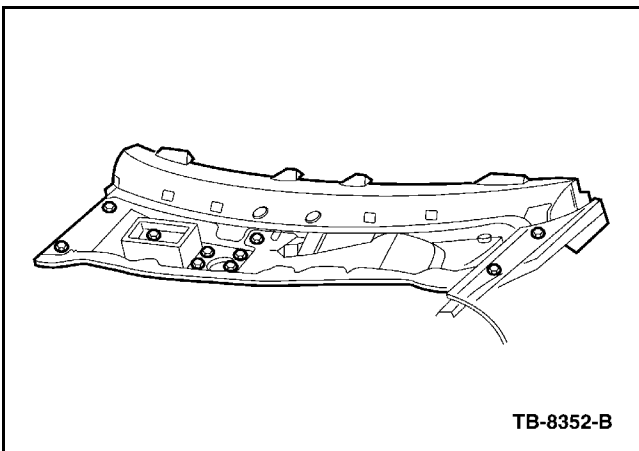


Figure 4 - Article 088-2005-5551

8. Obtain two (2) PVC soft foam adhesive stripes (164-R4901) from the Rotunda Squeak And Rattle Kit (164-R4900).
9. Cut both of the PVC soft foam adhesive stripes in half, lengthwise, so you have four (4) pieces 7/8" x 6" (22 mm x 152 mm) (Figure 5).

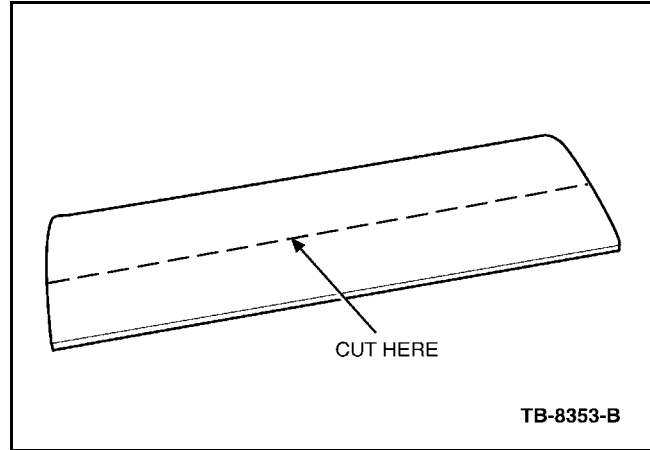


Figure 5 - Article 088-2005-5551

10. Clean the metal body surface under the lower cowl panel, in the area above the transaxle and the area above the PCM.
11. Place two of the cut pieces of the PVC soft foam adhesive stripes on the metal body surface over the transaxle area. The two ends need to touch, do not allow any gap between the two ends (Figure 6).

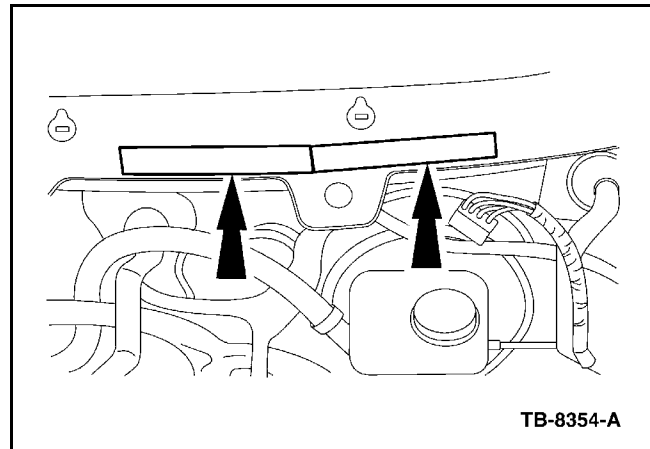


Figure 6 - Article 088-2005-5551

12. Place the other two cut pieces of the PVC soft foam adhesive stripes on the metal body surface over the PCM area. The two ends need to touch, do not allow any gap between the two ends (Figure 7).

Concern Tracking# 088-2005-5551 (Continued)

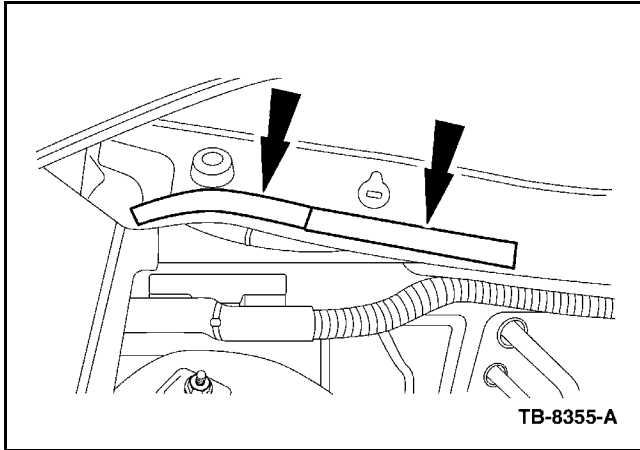


Figure 7 - Article 088-2005-5551

13. Check that the three (3) rubber plugs and five (5) gray plastic clips are fully seated. Add Clear Silicone Rubber (TA-32, or equivalent) around the three (3) rubber plugs and the five (5) gray plastic clips (Figure 8).

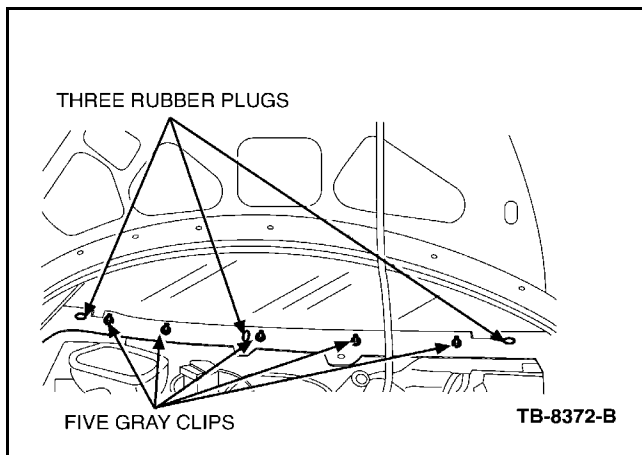


Figure 8 - Article 088-2005-5551

14. Remove and discard the two rubber plugs on the bottom of the cowl sheet metal (Figure 9).

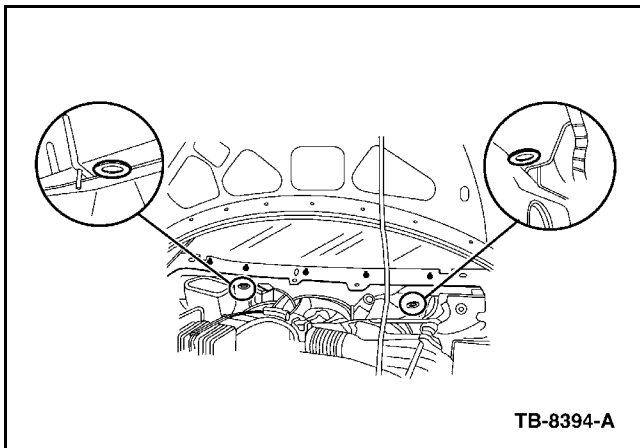


Figure 9 - Article 088-2005-5551

15. Install the lower cowl panel and 10 retaining bolts (Figure 10).

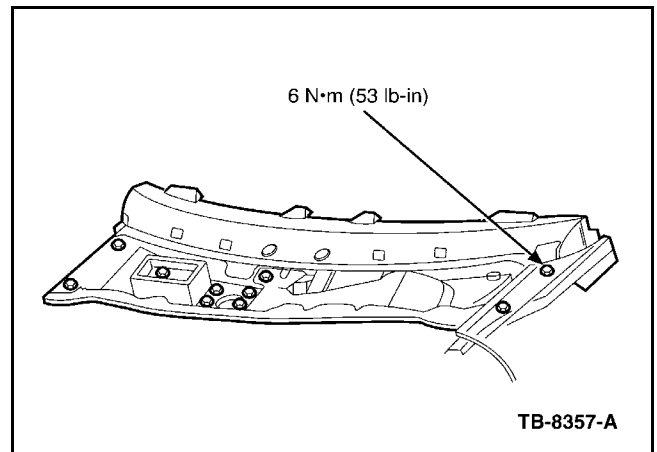


Figure 10 - Article 088-2005-5551

16. Connect the electrical connector (Figure 11).

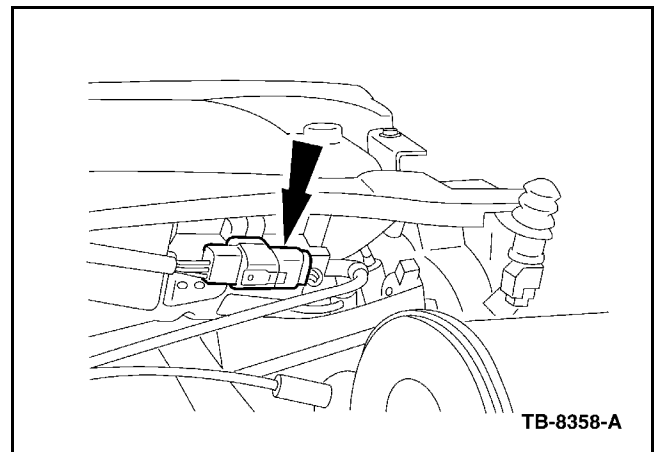


Figure 11 - Article 088-2005-5551

17. Install the upper cowl panel grille.
18. Install the windshield wiper hose.
19. Install four (4) new pushpin screw/rivets to secure the upper cowl to the lower cowl. Add Clear Silicone Rubber (TA-32, or equivalent) to the four (4) pushpin screw/rivets to make a watertight seal around them (Figure 12).

Concern Tracking# 088-2005-5551 (Continued)

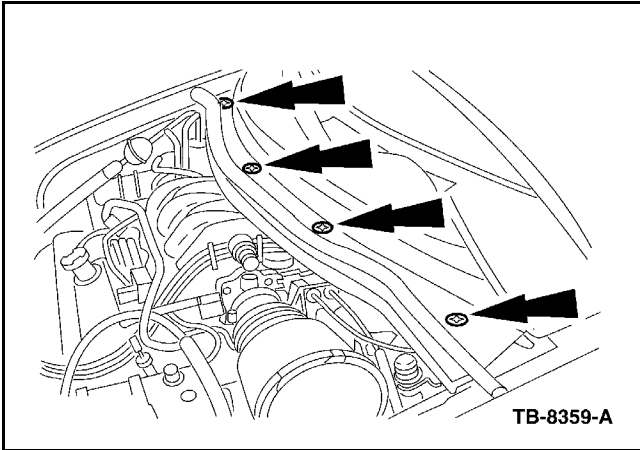


Figure 12 - Article 088-2005-5551

20. Add Clear Silicone Rubber (TA-32, or equivalent) to the front seam between the upper and lower cowl in the area above the transaxle (Figure 13).

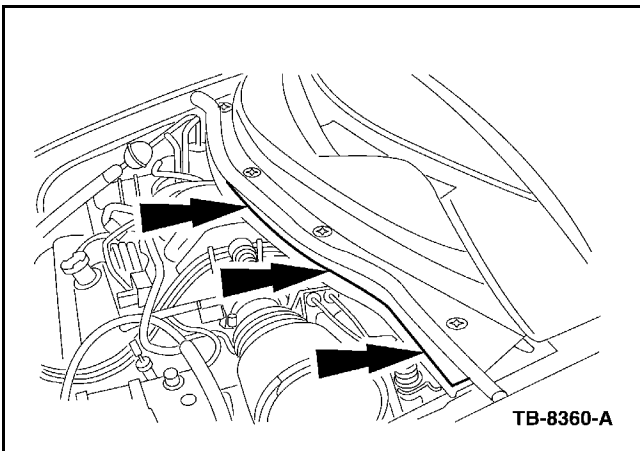


Figure 13 - Article 088-2005-5551

21. Install wiper pivot arms (Figure 14).

NOTE

APPLY THREADLOCK TO THE PIVOT ARM NUT.

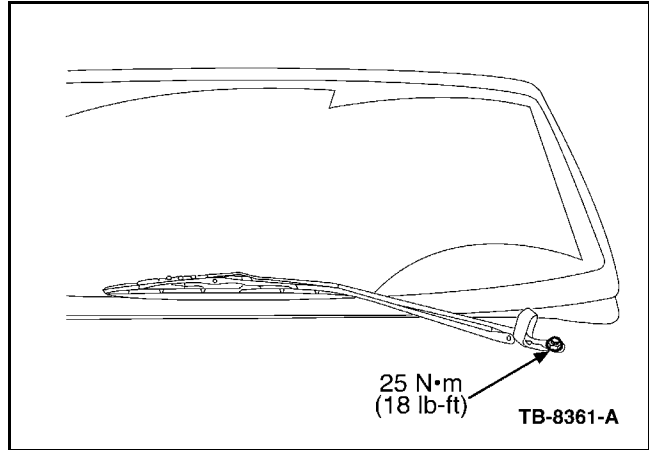


Figure 14 - Article 088-2005-5551

22. Check the wiper pivot arm adjustment.

| PART NUMBER | PART NAME |
|-------------|--|
| N806322-S | Pushpin Screw/Rivet (4 per repair) |
| TA-32 | Clear Silicone Rubber |
| 164-R4901 | PVC Soft Foam Adhesive Stripes - Rotunda Part (2 per repair) |

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage

DEALER CODING

| BASIC PART NO. | CONDITION CODE |
|--|----------------|
| 7002030 | 07 |
| OASIS CODES: 501000, 502000, 503000, 504000, 607000, 608000, 608400, 609000, 609400, 609500, 609600, 612000, 612500, 612600 | |

From: De Marchi, Rolando (R.)
Sent: Thursday, February 09, 2006 8:26 AM
To: Nasar, John (H.S.)
Subject: FW: PSO status

John What is the estimated close date for this PSO?

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

From: Bateman, Brenda (.)
Sent: Thursday, February 09, 2006 8:00 AM
To: Nasar, John (H.S.); De Marchi, Rolando (R.); Cordeau, Roger (T.)
Cc: Lim, Linda (L.K.); Syed, Nasir (N.S.); Fang, Andy (A.)
Subject: RE: PSO status

John,

This concern is on hold for the release of the gasket thickness change on the fastener, C11550999 supplement NB00 049.

The concern, C11842612 is approved (today) but the engineer has to AC their worksheet for the notice to be processed. Nasir or Andy have to do this upon their return then raise the notice to "P" status.

Brenda Bateman

PPM Process Analyst
Oakville Assembly Complex
Tel - 905-845-2511 ext. 1918
Fax - 905-845-0132
bbatema2@ford.com

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

From: Nasar, John (H.S.)
Sent: Wednesday, February 08, 2006 2:41 PM
To: De Marchi, Rolando (R.); Cordeau, Roger (T.)
Cc: Bateman, Brenda (.); Lim, Linda (L.K.); Syed, Nasir (N.S.)
Subject: RE: PSO status

As for the Cowl plug, it is pending the WERS release C11842612.

Nasir where we stand with this release?

Regards,

JOHN NASAR

FCSD Resident Engineer
Certified Six Sigma Black Belt
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: De Marchi, Rolando (R.)
Sent: Wednesday, February 08, 2006 12:46 PM
To: Cordeau, Roger (T.); Male, Michael (M.J.); Nasar, John (H.S.)
Cc: Bateman, Brenda (.); Lim, Linda (L.K.)

Subject: RE: PSO status

Please flow info to Linda Lim. Thx.

*Roli De Marchi (rdemarch@ford.com)
C.A. Supervisor, Oakville Assembly Plant
(905) 845-2511 Ext. 1168*

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

From: Cordeau, Roger (T.)
Sent: Wednesday, February 08, 2006 11:34 AM
To: Male, Michael (M.J.); Nasar, John (H.S.)
Cc: De Marchi, Rolando (R.); Bateman, Brenda (.); Cordeau, Roger (T.)
Subject: PSO status
Importance: High

Hello Mike and John, Please notify Roli of when(~date) we will be completely out of the PSOs for **Mathread** and **Cowl plug** (Water leak)

Regards,

Roger T. Cordeau

PVT - PD Eng. Supr., OAC
9-1-853-3236 (Ford Net)
905-845-2511 x3236 (ext.#)
rcordeau@ford.com

From: Kulkarni, Arvind (A.)
Sent: Thursday, June 23, 2005 7:43 AM
To: Nasar, John (H.S.); Fang, Andy (A.); Hearn, Mark (E.)
Subject: FW: Analysis of CQIS data of water leak into PCM

Attachments: PCM CQIS claims .xls; CQIS Reports PCM Failures.pdf

John- Please take a look at attachment below with summarized water leak in PCM in excel form. Please keep updating to help keep it current.

In addition, I would to give replaced PCMs to Motorola for their evaluation on water intrusion. Let us start collecting few samples wherever PCM are replaced.

Regards,
Arvind Kulkarni
Freestar / Monterey Powertrain Systems Engineering
Certified Reliability Engineer, 6 sigma Black Belt, CQE & CQMgr
PVT-Oakville Assembly Plant
Phone- (905) 845-2511 x 3741
Fax- (905) 845-0132

Meticulous engineering does not cost- It pays.

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

From: Kulkarni, Arvind (A.)
Sent: Wednesday, May 25, 2005 10:49 PM
To: Fang, Andy (A.); Stodola, Robert (R.J.); Tigchelaar, Doug (D.G.)
Cc: Nasar, John (H.S.); Cordeau, Roger (T.); Hearn, Mark (E.)
Subject: Analysis of CQIS data of water leak into PCM

John had sent 17 CQIS claims on water leak into PCM resulting in drivability or No start conditions. Warranty verbatims details and other data is in excel attachment. Summary is as follows.

| | LTIS (<10,000) | HTIS | Total |
|----------------------|---------------------------|-------------|--------------|
| Confirmed water leak | 3 | 10 | 13 |

- Water leak ingress areas referred are
- Upper cowl panel or RH wiper housing
 - Strut tower hole
 - Windshield washer leak

We discuss details in the meeting.



PCM CQIS CQIS Reports
aims .xls (24 KEM Failures.pdf)

Regards,
Arvind Kulkarni
Freestar / Monterey Powertrain Systems Engineering
Certified Reliability Engineer, 6 sigma Black Belt, CQE & CQMgr
PVT-Oakville Assembly Plant
Phone- (905) 845-2511 x 3741
Fax- (905) 845-0132

Meticulous engineering does not cost- It pays.

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

From: Nasar, John (H.S.)
Sent: Tuesday, May 24, 2005 2:07 PM
To: Kulkarni, Arvind (A.)
Subject: CQIS reports - PCM water intrusion

<< File: CQIS Reports PCM Failures.pdf >>

Regards,

JOHN NASAR

Ford Motor Company
Ford Customer Service Division
Windstar / Freestar / Monterey
PVT - Oakville Assembly Plant
Tel.: (905) 845 - 2511, ext.: 2371
Fax: (905) 845 - 9325
E-mail: hnasar@ford.com

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

From: Nasar, John (H.S.)
Sent: Wednesday, October 12, 2005 8:19 AM
To: Campau, Patrick (P.J.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Matysiewicz, Edwin (E.J.); Garrett, Dave (D.P.); Ufimzeff, Ben (B.); Hazel, Jeff (J.D.); Bayne, Rick (R.)
Subject: FW: Dealer Visit - New identified water leak path - PCM water intrusion

Attachments: DSC00528.JPG; DSC00525.JPG; DSC00531.JPG; DSC00533.JPG; DSC00518.JPG; DSC00520.JPG; DSC00530.JPG; DSC00541.JPG; DSC00540.JPG

All, pls find below info reported by PVT sealing engineer (Andy Fang) after visiting a dealer in Sudbury-Canada where there were four Freestars with water intrusion in the PCM. This data will be used to add more info in the TSB and execute an immediate corrective action in the plant until permanent corrective actions take place. Will further discuss in our CMT meeting this Thursday.

Regards,

JOHN NASAR

Ford Motor Company
Ford Customer Service Division
Windstar / Freestar / Monterey
PVT - Oakville Assembly Plant
Tel.: (905) 845 - 2511, ext.: 2371
Fax: (905) 845 - 9325
E-mail: hnasar@ford.com

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Fang, Andy (A.)
Sent: Wednesday, October 12, 2005 8:02 AM
To: Nasar, John (H.S.); Hearn, Mark (E.)
Cc: Stever, Paul (P.G.); Stodola, Robert (R.J.); Syed, Nasir (N.S.); Janic, Alex (A.)
Subject: Dealer Visit

I was in Chelmsford, Ont, The Belanger Ford Lincoln on Friday 10/7/05 and reviewed two units with Emile Lavoie, Service Manager.

Both units identified as water drip to the top of PCM module.

Both units have condition as two of Cowl leaf screen metal clip are rusted. (DSC528, DSC525)(John has the sample). The water path was identified as the cowl leaf screen was not properly seated that allow the water go through the cowl leaf gimp (DSC0531) and then thru inside the gray clips (DSC533) then inside the cowl, soak the NVH foam inside the cowl, and drip out the tombstone to the top of PCM module.

I told the dealer Fix plan: 1.make sure the sheet metal holes are not distorted and flat to the cowl panel. 2. Seal all the gray clips and black plugs with sealer. (DSC518, DSC520)

There are numbers of root causes:1. Cowl leaf screen was not properly seated. 2. the rectangle cowl top holes were distorted that makes the gray clips very loose and water

came thru the bottom of gray clips. (Don't know the hole was damaged by the dealer or was damaged by the Plant). (DSC530)

Other two units were identified as water go thru PCM plug.

I have noticed that the wiper module was not tighten down to the cowl top and cause the water drip to the top of the PCM plug. (DSC541,DSC540).



DSC00528.JPG (1 MB)



DSC00525.JPG (1 MB)



DSC00531.JPG (952 KB)



DSC00533.JPG (917 KB)



DSC00518.JPG (956 KB)



DSC00520.JPG (820 KB)



DSC00530.JPG (814 KB)



DSC00541.JPG (1 MB)



DSC00540.JPG (923 KB)

If you need any additional information, please feel free to contact me.

Andy Fang

Oakville Assembly Plant - PVT Body Sealing / Six Sigma Black Belt
Tel: 905-845-2511 ext 3238 Fax: 905-845-9325
Pager: 905-845-2511 ext. 7777 ID: 257
afang@ford.com

2005 10 8

832

2005 10 8



258

2005 10 8

2005 10 8

2005 10 8

2005 10 8

2005 10 8

2005 10 8

DP09-004 0463

2005 10 8

1074

From: Hazel, Jeff (J.D.)
Sent: Thursday, December 07, 2006 3:08 AM
To: Nasar, John (H.S.); Shingleton, Leslie (L.E.)
Cc: Bingaman, Joe (D.)
Subject: FW:
Attachments: 100_8320.jpg; 100_8321.jpg

I talked to the service director and advised him that you wanted the PCM back. The issue seems to be however, that the spark plug electrode actually burnt away which in turn was causing the miss and MIL. Tech stated he did find moisture in PCM connector but I'm not sure why that would burn the plug???

From: Bruce [mailto:bbrissie@waltsweeney.com]
Sent: Wednesday, December 06, 2006 4:13 PM
To: Hazel, Jeff (J.D.)
Subject: Fw:

Jeff pictures are not very clear but you can see what we are talking about .

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

From: [body shop](#)
To: [Bruce Brissie](#)
Sent: Wednesday, December 06, 2006 4:59 PM

23



Spark plug and
ignition coil

11

16



17

From: ROGER MATHEWS [roger@edlearnford.com]
Sent: Thursday, October 27, 2005 2:03 PM
To: Nasar, John (H.S.)
Subject: Fw: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005
Attachments: Picture 001.jpg; Picture 002.jpg; Picture 003.jpg; Picture 004.jpg; Picture 005.jpg

More pictures.

Roger Matthews.

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

From: [Ed Learn Ford](#)

To: roger@edlearnford.com

Sent: Thursday, October 27, 2005 12:21 PM

Subject: Fw: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005

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

From: [Ed Learn Ford](#)

To: jherdzik@ford.com

Sent: Wednesday, October 26, 2005 4:49 PM

Subject: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005

Dash is removed the steel reinforcement tube that is filled with foam is now soaked with water.that exposed area on the right is where the water is coming out and dripping on the pcm, a plastic cover was sealed over that area.Where the leak starts I don't know, I can reaseal the cover but that won't fix the leak.I'm still tring to find the source.Any recomendations would be helpful.

Thanks Hans

Picture 001

Picture 002

Picture 003

Picture 004

Picture 005

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.











From: ROGER MATHEWS [roger@edlearnford.com]
Sent: Thursday, October 27, 2005 2:06 PM
To: Nasar, John (H.S.)
Subject: Fw: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005, Picture 006, Picture 007, Picture 008
Attachments: Picture 001.jpg; Picture 002.jpg; Picture 003.jpg; Picture 004.jpg; Picture 005.jpg; Picture 006.jpg; Picture 007.jpg; Picture 008.jpg

more pictures.

Roger Matthews.

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

From: [Ed Learn Ford](#)

To: roger@edlearnford.com

Sent: Thursday, October 27, 2005 12:28 PM

Subject: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005, Picture 006, Picture 007, Picture 008

The message is ready to be sent with the following file or link attachments:

Picture 001

Picture 002

Picture 003

Picture 004

Picture 005

Picture 006

Picture 007

Picture 008

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.







REC-4 792-102
AFSN-12M50-00
REZ0102439 G 8224-8400

REMAN. GZF6



DOCC









From: ROGER MATHEWS [roger@edlearnford.com]
Sent: Thursday, October 27, 2005 2:01 PM
To: Nasar, John (H.S.)
Subject: Fw: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005, Picture 006, Picture 007, Picture 008, Picture 009, Picture 010, Picture 011, Picture 012, Picture 013
Attachments: Picture 001.jpg; Picture 002.jpg; Picture 003.jpg; Picture 004.jpg; Picture 005.jpg; Picture 006.jpg; Picture 007.jpg; Picture 008.jpg; Picture 009.jpg; Picture 010.jpg; Picture 011.jpg; Picture 012.jpg; Picture 013.jpg

Here are the pictures you requested,any problems please let me know.tel;905-684-8791.
Roger Matthews.

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

From: [Ed Learn Ford](#)
To: roger@edlearnford.com
Sent: Thursday, October 27, 2005 12:54 PM
Subject: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005, Picture 006, Picture 007, Picture 008, Picture 009, Picture 010, Picture 011, Picture 012, Picture 013

The message is ready to be sent with the following file or link attachments:

Picture 001
Picture 002
Picture 003
Picture 004
Picture 005
Picture 006
Picture 007
Picture 008
Picture 009
Picture 010
Picture 011
Picture 012
Picture 013

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.







REC-4 792-102
AFSN-12M50-00
REZ0102439 G 8224-8400

REMAN. GZF6
110000

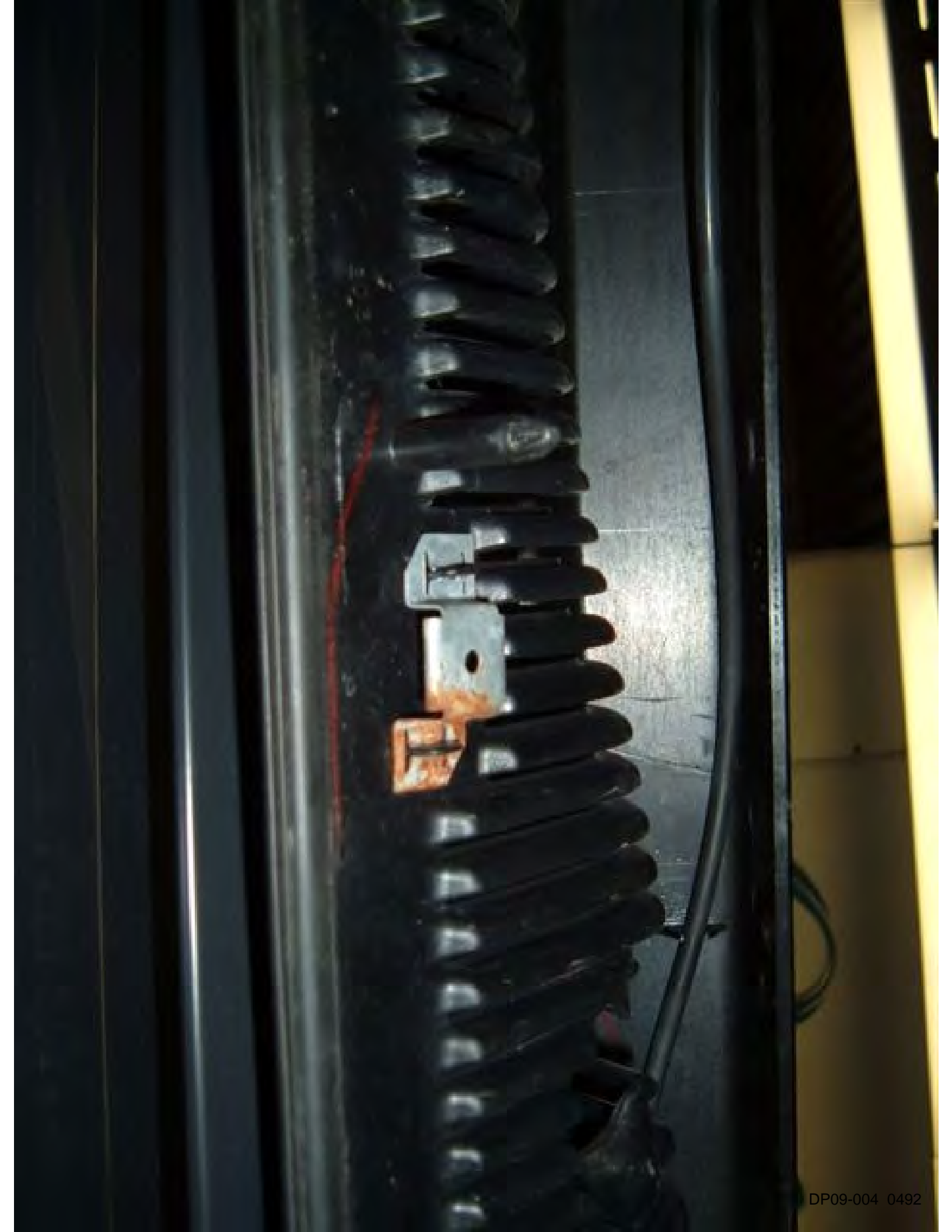
















TOP



From: Bayne, Rick (R.)
Sent: Wednesday, October 26, 2005 5:21 PM
To: Nasar, John (H.S.)
Subject: FW: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005, Picture 006, Picture 007, Picture 008
Attachments: Picture 001.jpg; Picture 002.jpg; Picture 003.jpg; Picture 004.jpg; Picture 005.jpg; Picture 006.jpg; Picture 007.jpg; Picture 008.jpg

[More pics of water intrusion in pcm, report 5JZCY002.](#)

Rickey Bayne

Service Engineer SUV BCE
SME Windstar/Freestar/Monterey
FCSD Technical Service Hotline
Service Engineering Operations
rbayne2@ford.com
1-313-317-4275

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

From: Herdzik, John (J.)
Sent: Wednesday, October 26, 2005 5:05 PM
To: Bayne, Rick (R.)
Subject: FW: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005, Picture 006, Picture 007, Picture 008

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

From: Ed Learn Ford [mailto:timd@edlearnford.com]
Sent: Wednesday, October 26, 2005 2:49 PM
To: Herdzik, John (J.)
Subject: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005, Picture 006, Picture 007, Picture 008

john these are the pictures i took before taking the dash out.with the pictures enlarged you can pickout the water droplet.hans
The message is ready to be sent with the following file or link attachments:

Picture 001
Picture 002
Picture 003
Picture 004
Picture 005
Picture 006
Picture 007
Picture 008

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.



1000000



km/h

1 2 3 4 5 6 7 8 9 10

200

400

600

800

1000

1200

1400



U.S. DEPARTMENT OF JUSTICE
OFFICE OF THE ATTORNEY GENERAL

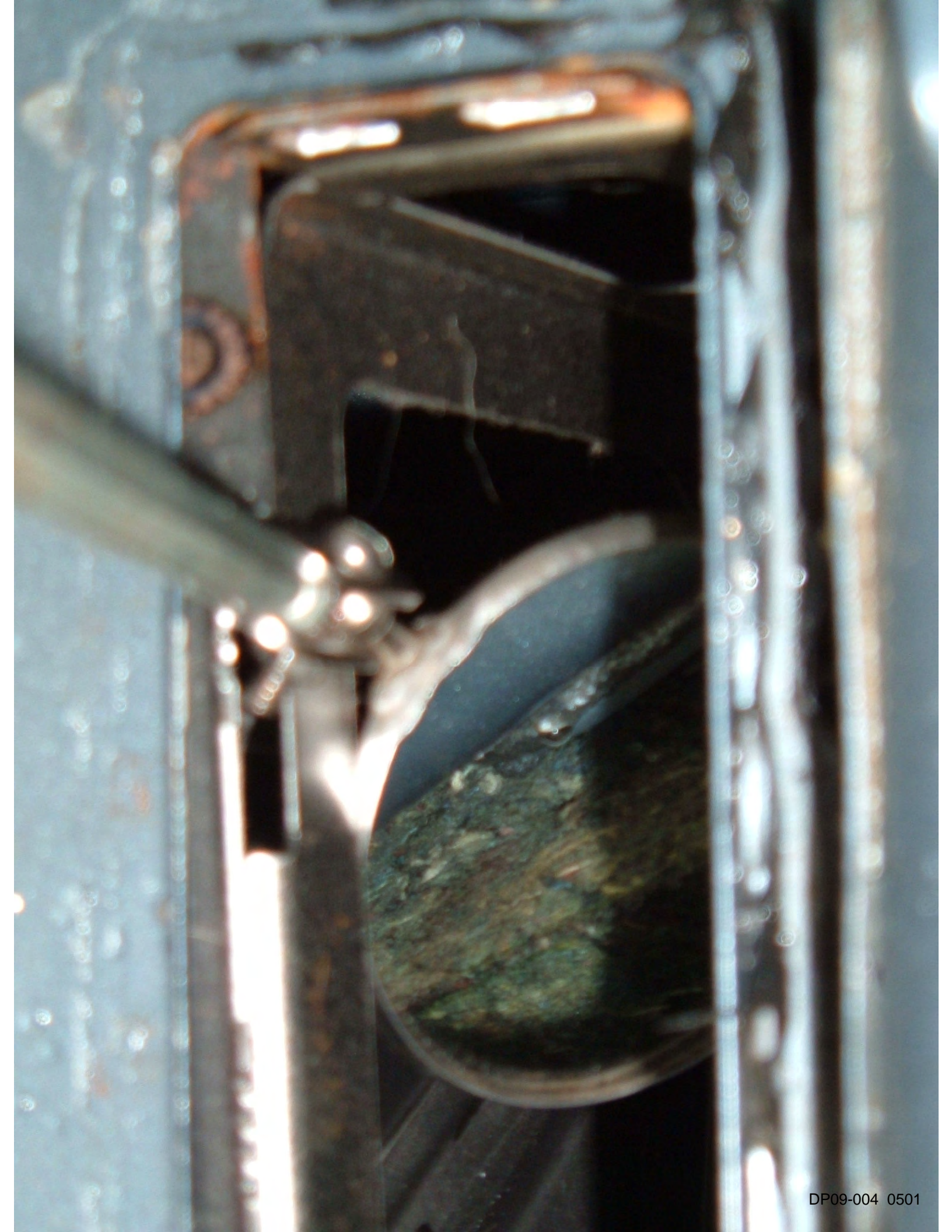


1999-04-15 10:00 AM
[REDACTED]

UNITED STATES DEPARTMENT OF JUSTICE
OFFICE OF THE ATTORNEY GENERAL
WASHINGTON, D.C. 20530

OFFICE OF THE ATTORNEY GENERAL
400 ANDERSON DRIVE
WASHINGTON, D.C. 20530
PHONE (202) 547-2000
FAX (202) 547-2001
WWW.OAG.DEP.JUSTICE.GOV













From: Bayne, Rick (R.)
Sent: Wednesday, October 26, 2005 5:18 PM
To: Nasar, John (H.S.)
Subject: FW: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005
Attachments: Picture 001.jpg; Picture 002.jpg; Picture 003.jpg; Picture 004.jpg; Picture 005.jpg

John, water in pcm....water soaked NVH foam report number 5JZCY002. Please keep me informed.

Rickey Bayne

Service Engineer SUV BCE
SME Windstar/Freestar/Monterey
FCSD Technical Service Hotline
Service Engineering Operations
rbayne2@ford.com
1-313-317-4275

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

From: Herdzik, John (J.)
Sent: Wednesday, October 26, 2005 5:04 PM
To: Bayne, Rick (R.)
Subject: FW: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005

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

From: Ed Learn Ford [mailto:timd@edlearnford.com]
Sent: Wednesday, October 26, 2005 4:49 PM
To: Herdzik, John (J.)
Subject: Emailing: Picture 001, Picture 002, Picture 003, Picture 004, Picture 005

Dash is removed the steel reinforcement tube that is filled with foam is now soaked with water.that exposed area on the right is where the water is coming out and dripping on the pcm, a plastic cover was sealed over that area.Where the leak starts I don't know, I can reaseal the cover but that won't fix the leak.I'm still tring to find the source.Any recomendations would be helpful.

Thanks Hans

Picture 001

Picture 002

Picture 003

Picture 004

Picture 005

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.









From: Hearn, Mark (E.)
Sent: Friday, March 10, 2006 2:02 PM
To: Villiard, Frank (F.M.)
Cc: Bateman, Brenda (.); Nasar, John (H.S.); Syed, Nasir (N.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.)
Subject: FW: NB00 E 11550999 Supp: 049

Frank,

could you pls provide status of this item.....we are still paying for additional PSO awaiting release of this fastener as a PCA to a significant quality issue. Pls advise the team of the time to release.

thanks.

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

From: Syed, Nasir (N.S.)
Sent: Friday, March 10, 2006 12:12 PM
To: Hearn, Mark (E.); Bateman, Brenda (.)
Cc: Stodola, Robert (R.J.)
Subject: RE: NB00 E 11550999 Supp: 049

Body cad. Body cad.....

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Hearn, Mark (E.)
Sent: Friday, March 10, 2006 11:27 AM
To: Bateman, Brenda (.); Syed, Nasir (N.S.)
Cc: Stodola, Robert (R.J.)
Subject: RE: NB00 E 11550999 Supp: 049

Nasir,

pls advise as to what is holding this up. Brenda who are we waiting to approve this item?

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

From: Bateman, Brenda (.)
Sent: Friday, March 10, 2006 9:14 AM
To: Syed, Nasir (N.S.); Hearn, Mark (E.)
Cc: Stodola, Robert (R.J.)
Subject: RE: NB00 E 11550999 Supp: 049

Please note,

NB00 E 11550999 049 is still not released.

Brenda Bateman

ECC - Freestar Program
Oakville Assembly Complex
Tel - 905-845-2511 ext. 1918
Fax - 905-845-0132
bbatema2@ford.com

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

From: Syed, Nasir (N.S.)
Sent: Tuesday, March 07, 2006 3:10 PM
To: Bateman, Brenda (.); Hearn, Mark (E.)
Cc: Stodola, Robert (R.J.)
Subject: FW: NB00 E 11550999 Supp: 049
Importance: High

FYI,

Finally....

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Lalama, Pat (P.)
Sent: Tuesday, March 07, 2006 2:32 PM
To: Syed, Nasir (N.S.); Villiard, Frank (F.M.)
Subject: RE: NB00 E 11550999 Supp: 049
Importance: High

Nasir: Unfortunately I don't have a very good explanation as to what happened here. I can only guess at this time that due to the release of certain Body CAD designers (Walt Kalleberg being one of them) back in January, we have found that this one may have been lost in the shuffle. Not a good excuse. None the less I have instructed Frank Villiard to get on this one ASAP and get the drawing generated. Once the drawing is complete it will then have to be processed through PPM audit. If you and the fastener engineers have a 100% agreement on the fastener then it should go through without incident.

However, we have been having to resubmit two and sometimes three times in order for the PPM audit to approve.

FRANK VILLIARD: Please provide EASi with the mark up, kick them off, and call Nasir so there is an understanding of completion.

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

From: Syed, Nasir (N.S.)
Sent: Tuesday, March 07, 2006 1:23 PM
To: Lalama, Pat (P.)
Cc: Stever, Paul (P.G.)
Subject: RE: NB00 E 11550999 Supp: 049

Pat,

Can you please help resolve this issue.

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Syed, Nasir (N.S.)
Sent: Tuesday, February 21, 2006 3:04 PM
To: Lalama, Pat (P.)
Subject: FW: NB00 E 11550999 Supp: 049

FYI,

Went to the wrong person before.

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Stever, Paul (P.G.)
Sent: Tuesday, February 21, 2006 3:02 PM
To: Syed, Nasir (N.S.); Bateman, Brenda (.); Villiard, Frank (F.M.)
Cc: Stodola, Robert (R.J.); Lalanne, Patrick (P.P.)
Subject: RE: NB00 E 11550999 Supp: 049

I just discussed with Nasar and he is still waiting a response. Can this get supported quickly for the benefit noted?
Thanks!

Paul Stever
PVT Manager
Oakville Assembly Complex

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

From: Syed, Nasir (N.S.)
Sent: Monday, February 20, 2006 8:20 AM
To: Bateman, Brenda (.); Villiard, Frank (F.M.)
Cc: Stodola, Robert (R.J.); Lalanne, Patrick (P.P.); Stever, Paul (P.G.)
Subject: RE: NB00 E 11550999 Supp: 049
Importance: High

Frank,

Can you please help resolve this issue. This supplement has been hanging for too long waiting for buy-off on the WACTS screen. Walt Kalleberg had finished the work and signed-off partially, needs final sign-off.

This supplement is holding up release of a CR required to address a significant quality issue, we are paying an extra person for containment on line.

Please provide necessary support to get the supplement release.

Regards,

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Bateman, Brenda (.)
Sent: Thursday, February 16, 2006 10:52 AM
To: Allen, Rick (R.G.); Villiard, Frank (F.M.)
Cc: Syed, Nasir (N.S.)
Subject: FW: NB00 E 11550999 Supp: 049

Frank or Rick,

Please let us know who we can contact to get this CAD signed off.

thanks.

Brenda Bateman

PPM Process Analyst
Oakville Assembly Complex
Tel - 905-845-2511 ext. 1918
Fax - 905-845-0132
bbatema2@ford.com

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

From: Bateman, Brenda (.)
Sent: Thursday, February 16, 2006 10:50 AM
To: Novakovic, Anthony (A.N.)
Cc: Greene, Gorton (G.M.)
Subject: RE: NB00 E 11550999 Supp: 049

Tony,

This notice is still held up and the resp code is Walt Kalleberg. Who is replacing Walt?

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

From: Novakovic, Anthony (A.N.)
Sent: Thursday, February 09, 2006 10:27 AM
To: Bateman, Brenda (.)
Cc: Greene, Gorton (G.M.)
Subject: RE: NB00 E 11550999 Supp: 049

Brenda,

I have yet to see a copy of the new engineering drawing for W707343. And I can only approve such a drawing through PPM Audit as part of the fastener release process in WERS. It is also my duty to reject such engineering drawings if they do not conform to Fastener Engineering requirements or if there is some engineering change to the fastener which has not been processed through Fastener Engineering prior to release.

To process an engineering change through Fastener Engineering, please submit a copy of the relevant engineering drawing to one of Ford's fastener engineers (such as myself) accompanied by a 1217 form filled out and signed (Section 1) by the design-responsible (WERS) engineer. A blank copy of Ford's 1217 form is attached.

<< File: 1217form.doc >>

Tony N.

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

From: Bateman, Brenda (.)
Sent: Wednesday, February 08, 2006 9:51 AM
To: Novakovic, Anthony (A.N.)
Subject: FW: NB00 E 11550999 Supp: 049

Anthony, can you please help with this?

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

From: Greene, Gorton (G.M.)
Sent: Friday, February 03, 2006 8:17 AM
To: Bateman, Brenda (.)
Cc: Novakovic, Anthony (A.N.)
Subject: RE: NB00 E 11550999 Supp: 049

Brenda,

Please work with Tony Novakovic.

Gorton.....Keep IT Together !!!

www.pdfastenerandjointengineering.ford.com>> <<<http://homepages.ford.com/stc_fasteners/>>>

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

From: Bateman, Brenda (.)

Sent: Thursday, February 02, 2006 3:48 PM

To: Martins, Henry (H.B.); Greene, Gorton (G.M.); Syed, Nasir (N.S.)

Subject: NB00 E 11550999 Supp: 049

Gorton,

I wondered if you could help me to get this notice released.

Henry Martins was working on it and we need to get the drawings done to enable another concern to be released that uses this part.

We have exception approval and would like to proceed.

NB00 E 11550999 Supp: 049

thanks,

Brenda Bateman

PPM Process Analyst

Oakville Assembly Complex

Tel - 905-845-2511 ext. 1918

Fax - 905-845-0132

bbatema2@ford.com

From: Hearn, Mark (E.)
Sent: Wednesday, December 07, 2005 7:22 AM
To: Stever, Paul (P.G.); Nasar, John (H.S.)
Cc: Hnatejko, Myron (M.)
Subject: FW: Paint trial

[Info.](#)

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

From: Wheeldon, Robyn (R.)
Sent: Tuesday, December 06, 2005 3:42 PM
To: Hearn, Mark (E.)
Cc: Cameron, Dawn (D.); Pratt, Larry (L.)
Subject: Paint trial

Mark,

The clips that were trailed today with the change to the foam were assessed by this ergonomist and the operators and found to be within ergonomic guidelines. The operators tried the clips and did not raise any concerns from the previous clips to the new clips.

Thanks

*Robyn Wheeldon M.Sc.
Oakville Assembly Plant Ergonomist
Six Sigma Black Belt
905-845-2511 x 3636*

From: Holmes, Barry (B.D.)
Sent: Monday, December 12, 2005 1:53 PM
To: Nasar, John (H.S.); Fang, Andy (A.)
Cc: Davis, Craig (C.B.)
Subject: FW: PCM / Leak Issue: Photos
Attachments: Set130_01.jpg; Set130_02.jpg; Set131_01.jpg

John,

Craig Davis spoke to you about this Freestar. It has an ongoing water leak into the PCM. The dealer followed the TSB for water leaking issue and it continued to fill the PCM with water.

I had the dealer remove the dash, as suggested by Craig, to determine where the leak originated. The attached photos show the water is coming through the frame. Can you offer any guidance?

PRIVILEGED AND CONFIDENTIAL

This e-mail may contain privileged communications. If you have received it in error, please delete it immediately and notify the sender.

Respectfully,

Barry Holmes
Product Liability Analyst
Ford of Canada 905-845-2511 Ext.1460
Fax 905-845-7069
E-Mail bholmes4@ford.com

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

From: Heather Nedham [mailto:heather_h12@hotmail.com]
Sent: Sunday, December 11, 2005 11:48 PM
To: Holmes, Barry (B.D.)
Subject: PCM / Leak Issue: Photos

Regards,

Jim Fobert



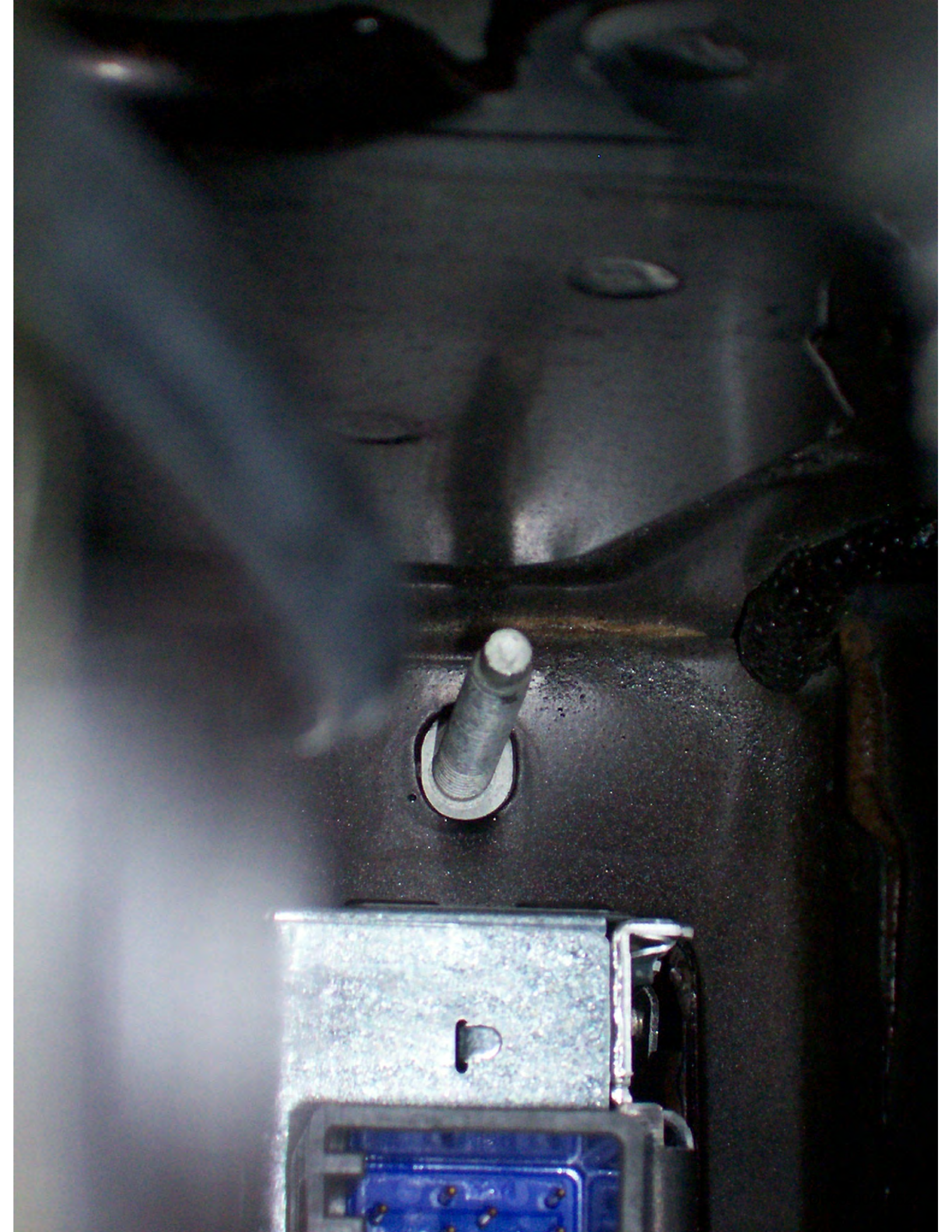


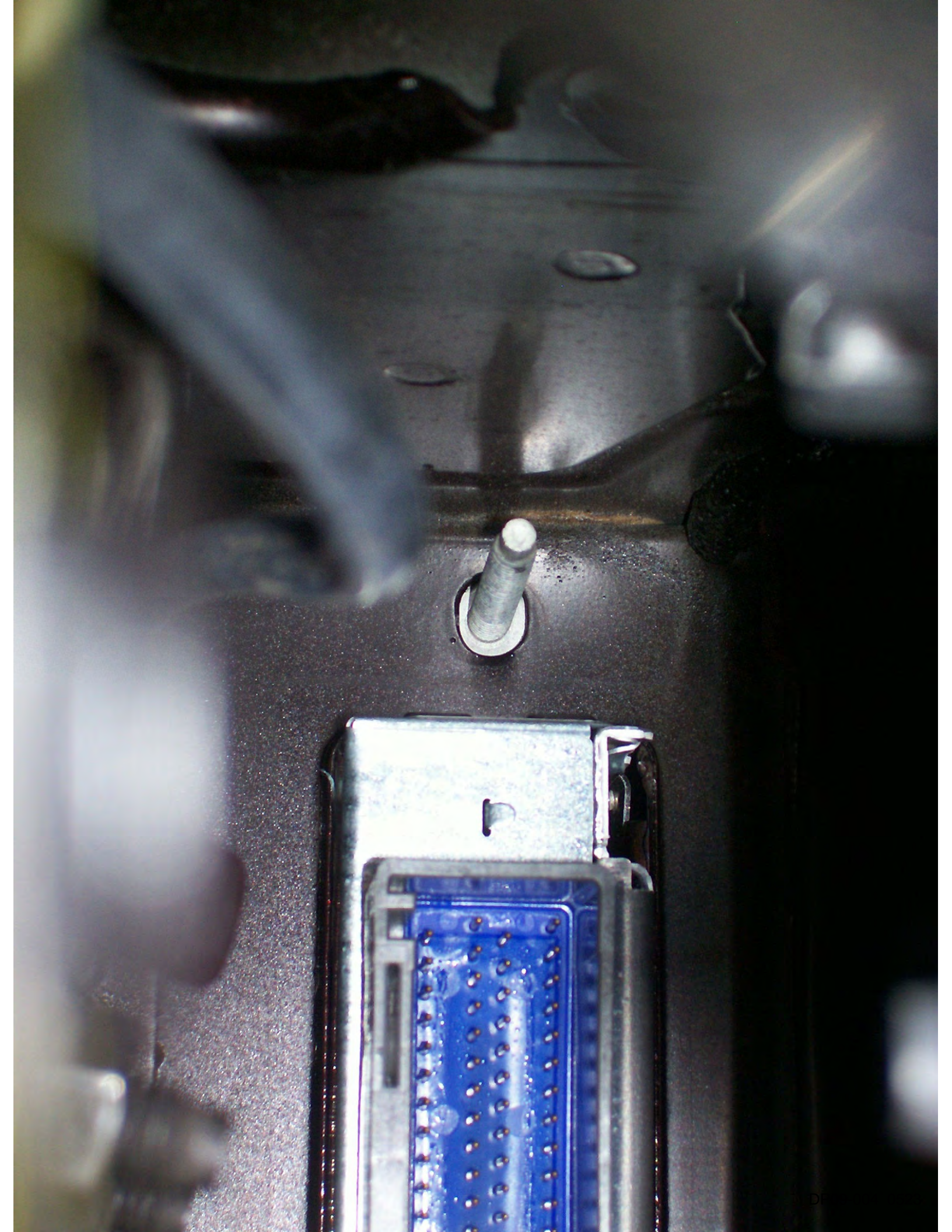


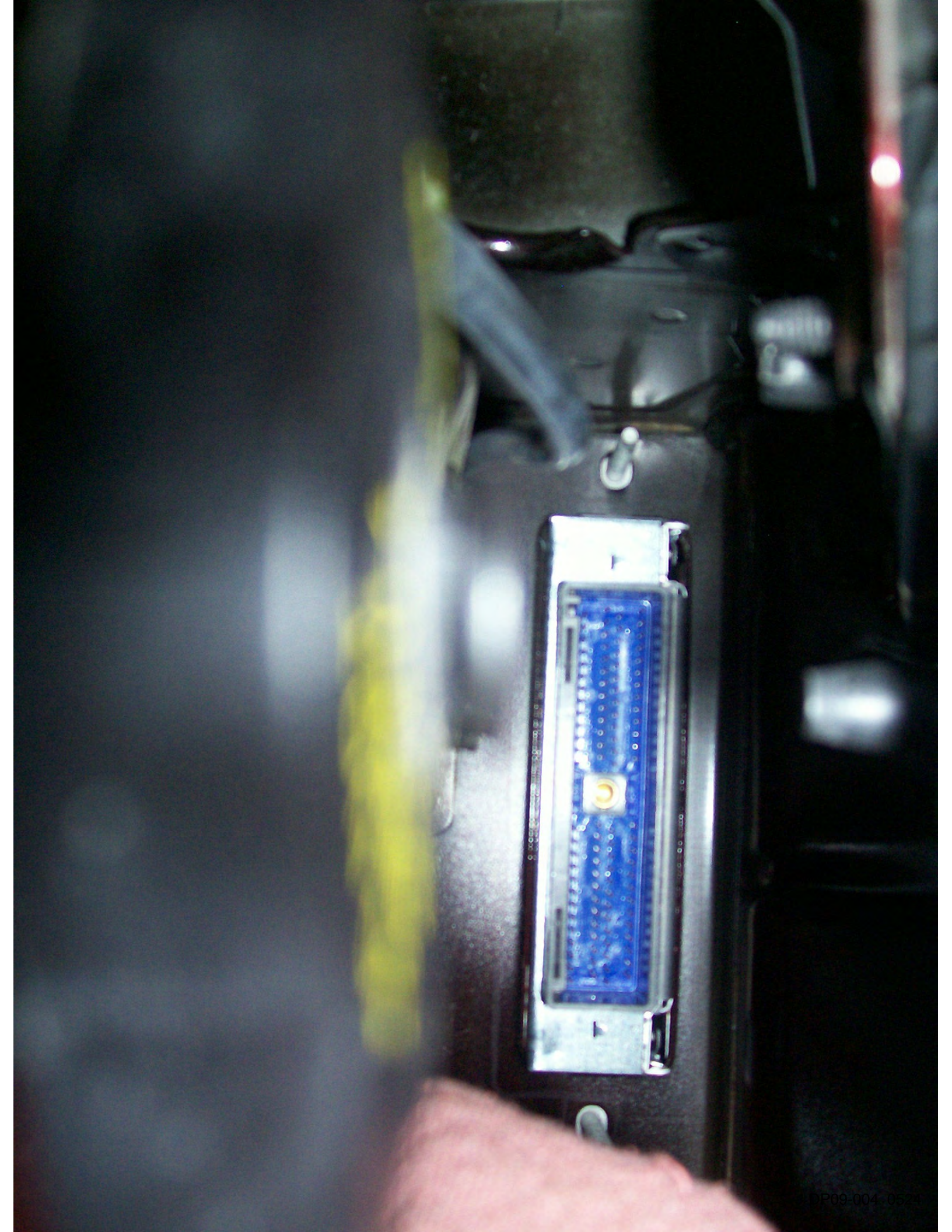
From: Hazel, Jeff (J.D.)
Sent: Thursday, December 07, 2006 10:19 AM
To: Nasar, John (H.S.); Shingleton, Leslie (L.E.)
Cc: Bingaman, Joe (D.)
Subject: FW: pictures
Attachments: 100_8337.jpg; 100_8339.jpg; 100_8340.jpg

[Here are the pictures of the left side of the PCM from Bruce at Walt Sweeney Ford in Cincinnati.](#)

From: body shop [mailto:sweeneybodyshop@waltsweeney.com]
Sent: Thursday, December 07, 2006 11:20 AM
To: Hazel, Jeff (J.D.)
Subject: pictures







From: St Amour, Paul (P.A.)
Sent: Monday, April 23, 2007 11:59 AM
To: Arszulowicz, Ken (K.J.); Ostroski, Greg (G.M.)
Cc: Shingleton, Leslie (L.E.); Matckars, Vic (V.A.); Neumann, Richard (R.E.)
Subject: FW: Quebec Customer Vehicle

Attachments: Purpose of the phone call to the customer.doc

[Sory here's the file.](#)

Paul St.Amour
Technical Service & Publications Specialist
Ford of Canada
905 845 2511 x1452
Dial Net 853 1452
Fax 905 845 7069

From: Arszulowicz, Ken (K.J.)
Sent: Monday, April 16, 2007 3:32 PM
To: St Amour, Paul (P.A.)
Cc: Ostroski, Greg (G.M.); Shingleton, Leslie (L.E.)
Subject: RE: Quebec Customer Vehicle

Paul,

[If we cannot schedule a call, here is the list of questions...](#)

Purpose of the phone call to the customer: gather data to help us repeat the symptoms (Misfire codes and, possibly, melt a spark plug)

To do this, we need to understand:

- 1) What were the symptoms experienced?
 - a. Check Engine Light (CEL) on (steady) or flashing
 - i. Were there other symptoms occurring with the indicator light?
 - b. Wrench Light on (steady) or flashing
 - i. Were there other symptoms occurring with the indicator light?
 - c. Misfire (engine miss, rough idle, runs rough)?
 - d. Hesitation, surge, stumble, bucking, or jerking?
 - e. Rolling or elevated idle?
 - f. Low or lacks power?
 - g. Stall or hard to start?
- 2) What were the weather conditions before and during the symptoms occurred?
 - a. Air temperature
 - b. Precipitation (rain, snow, high humidity, or fog)?
 - c. Wet roads?
 - d. Windy?
 - e. Any other unusual conditions (flooding, puddles)?
- 3) How was the customer driving?
 - a. Type of roads: (smooth or bumpy), (paved or gravel) or combination

- b. Type of driving just before the symptoms were encountered: idling; speeds (slow or fast), (city or highway) or combination; heavy, moderate or light accelerator pedal?
- 4) When did the symptoms first occur?
- a. While driving?
 - b. Was the engine warmed-up or cold?
 - c. During a city drive or highway drive?
 - d. After a start-up?
 - e. Did the symptoms go away?
 - i. How long did the symptoms exist?
 - f. How long after the symptoms occurred was the vehicle brought in for service: Time (hours, days, weeks)? and Distance (Km)?
- 5) What was similar (symptoms, conditions and/or driving cycles) when this repeated?



Purpose of the phone call to t...

Thanks!

Ken Arszulowicz

Certified Six Sigma Black Belt
313-805-4022
karszulo@ford.com

From: Shingleton, Leslie (L.E.)
Sent: Monday, April 16, 2007 7:34 AM
To: Arszulowicz, Ken (K.J.); St Amour, Paul (P.A.)
Cc: Ostroski, Greg (G.M.)
Subject: RE: Quebec Customer Vehicle

Did you guys get a hold of the customer?

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Arszulowicz, Ken (K.J.)
Sent: Friday, April 13, 2007 9:20 AM
To: St Amour, Paul (P.A.)
Cc: Shingleton, Leslie (L.E.); Ostroski, Greg (G.M.)
Subject: RE: Quebec Customer Vehicle

Paul,
How soon can we schedule this call?

Ken Arszulowicz

Certified Six Sigma Black Belt
313-805-4022
karszulo@ford.com

From: Shingleton, Leslie (L.E.)
Sent: Friday, April 13, 2007 9:05 AM
To: St Amour, Paul (P.A.); Arszulowicz, Ken (K.J.); Ostroski, Greg (G.M.)
Subject: Quebec Customer Vehicle
Importance: High

Paul – I got your voice mail. Regarding timing for a conference, since you are going to be on the line then you don't necessarily need me. Please discuss conference timing and coordinate with Ken or Greg.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

Purpose of the phone call to the customer: gather data to help us repeat the symptoms (Misfire codes and, possibly, melt a spark plug)

To do this, we need to understand:

The customer experienced the MIL on with buck, jerk, loss of power symptoms during two separate trips from his hometown (Les Escoumins) to Quebec City (160 mile trip one way according to Mapquest). The MIL came on with loss of power, bucking & jerking on two separate occurrences upon the return trip climbing the same hill at very high rpm (he estimated well over 3500RPM). He estimated this long grade to be about 100 miles after leaving Quebec City. He had a third occurrence when attempting to overtake another vehicle in town (non-highway speed, but high load & RPM).

- 1) What were the symptoms experienced?
 - a. Check Engine Light (CEL) on (steady) or flashing **flashing at 1st for a brief time then on solid (observed during 2 occurrences)**
 - i. Were there other symptoms occurring with the indicator light? **Misses, lacks power**
 - b. Wrench Light on (steady) or flashing **MIL only**
 - i. Were there other symptoms occurring with the indicator light?
 - c. Misfire (engine miss, rough idle, runs rough)? **Yes, customer claims to have noticed a burning smell (like rubber)**
 - d. Hesitation, surge, stumble, **bucking, or jerking?**
 - e. Rolling or elevated idle? **No**
 - f. Low or lacks power? **yes**
 - g. Stall or hard to start? **No**
- 2) What were the weather conditions before and during the symptoms occurred?

Although quite some time has passed since the customer experienced the concern, he was very confident about the weather conditions.

- a. Air temperature **-5 to 0C (20 to 32F)**
 - b. Precipitation (rain, snow, high humidity, or fog)? **No snow or rain prior or day of**
 - c. Wet roads? – **dry roads**
 - d. Windy? **unknown**
 - e. Any other unusual conditions (flooding, puddles)? **No**
- 3) How was the customer driving?
 - a. Type of roads: (smooth or bumpy), (paved or gravel) or combination **paved**
 - b. Type of driving just before the symptoms were encountered: idling; speeds (slow or fast), (city or highway) or combination; heavy, moderate or light accelerator pedal? **Heavy load/high RPM, passing a vehicle in town up a slight grade, ascending a long grade at highway speeds.**
 - 4) When did the symptoms first occur?
 - a. While driving?
 - b. Was the engine warmed-up or cold? **Always hot**
 - c. During a city drive or highway drive? **Both**
 - d. After a start-up? **Never**

- e. Did the symptoms go away? **No. Only after service**
 - i. How long did the symptoms exist?
 - f. How long after the symptoms occurred was the vehicle brought in for service:
Time (hours, days, weeks)? and Distance (Km)? **The next day**
- 5) What was similar (symptoms, conditions and/or driving cycles) when this repeated? **Load & RPM**

From: Syed, Nasir (N.S.)
Sent: Wednesday, January 04, 2006 2:07 PM
To: Nasar, John (H.S.)
Subject: FW: W707343, title: OBSOLETE PART

FYI, sorry I missed you before

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Syed, Nasir (N.S.)
Sent: Wednesday, January 04, 2006 7:54 AM
To: 'Suder, Ronald J.'
Cc: Kalleberg, Walter (W.J.); Paluzzi, Mark (M.A.); Hearn, Mark (E.); Cordeau, Roger (T.)
Subject: FW: W707343, title: OBSOLETE PART

Ron,

Please read through the string of mails below, we seem to have a problem with releasing change on the clip and require your help asap. The dwg and parts are obsolete in the system and need to be revived.

Please contact Walt Kalleberg and Mark Paluzzi to resolve the issues. Let me know if you any assistance from my end.

Mark/Walt,

Please guide Ron Suder (A. Raymond) with the requirements this clip needs revision to address a significant quality issue.

Regards,

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Bateman, Brenda (B.)
Sent: Tuesday, January 03, 2006 4:20 PM
To: Wasunyk, Jerry (G.); Syed, Nasir (N.S.)
Cc: Cordeau, Roger (T.); Stodola, Robert (R.J.)
Subject: RE: W707343, title: OBSOLETE PART

Thanks Jerry. I'm going to route this to the engineer who is looking after this.....

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

From: Wasunyk, Jerry (G.)
Sent: Tuesday, January 03, 2006 4:11 PM
To: Bateman, Brenda (B.)
Cc: Weaver, Kirk (E.); Martins, Henry (H.B.); Henrickson, Dennis (D.R.); Paluzzi, Mark (M.A.)
Subject: RE: W707343, title: OBSOLETE PART

Brenda, if it is a body fastener, the supplier needs to contact Walt Kalleberg (if it is a body fastener). If it is a chassis fastener, they need to go thru Malcolm Sharpe.

Walt and/or Malcolm can walk them thru the process.

Jerry Wasunyk

Program and Pre-Production Management Dept

Bldg #3 - Cube 3D113
e-mail - gwasunyk@ford.com
313-24-89742

JMJSAPP

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

From: Paluzzi, Mark (M.A.)
Sent: Tuesday, January 03, 2006 3:21 PM
To: Wasunyk, Jerry (G.); Bateman, Brenda (B.)
Cc: Weaver, Kirk (E.); Martins, Henry (H.B.); Henrickson, Dennis (D.R.)
Subject: RE: W707343, title: OBSOLETE PART

On April 05, 2001 I asked the person at the corporate fastener office to rename part W707343, the name was ***INVALID NUMBER - DO NOT USE!*** and the asterisks were screwing up my fastener searches. He did, and renamed it *OBSOLETE PART*.

Why was this part named INVALID, why OBSOLETE? Initially, because the S100 suffix (see the release history below) is not an acceptable suffix for a Worldwide fastener. Afterwards, because the release was never done right.

There is no released drawing in Docman for part W707343. Docman has three drawings, but all three are hand-marked "OK TO TOOL". The change column on the newest OK TO TOOL drawing shows the original release on May 20, 1997, and lists five changes, the last change was made on Sept 15, 1999. (That change replaced a Worldwide material specification, good for a Worldwide fastener, with a NAO material specification, not good for a Worldwide fastener.) Perhaps not surprisingly, all of the approval boxes for all of the changes are blank.

I recommend that you release a good "release drawing", bringing the drawing's notes and materials up to date. Request a new part name by sending Mr. Henry Martins or me an FAF-1217 form, with the REQUESTER portion filled out. This form is used to request fastener drawing changes, as well as to pull new part numbers. You can obtain the form here: http://www.dearborn3.ford.com/met/gray/standard_ops/fastener_systems/fastener_systems1.htm

Also send an updated drawing, but see the attached e-mail.

<< File: 000 AAA DRAFTING INSTRUCTIONS.txt >>

The part is sourced to A. Raymond, they should know if the material has a Ford Worldwide specification, or an ASTM specification (which is also acceptable) . The contact is Ron Suder at 248-589-2500.

Here is the release history for parts W705343 and W707343.

| BASE | SFFX | CPSC | VCL | EFF IN DATE | EFF OUT DATE | Comments |
|---------|------|--------|-----|-------------------|--------------------|---------------------------|
| ----- | ---- | ----- | --- | ----- | ----- | |
| W705343 | S100 | 010102 | TA3 | 1998-06-01 | 1998-06-01 | Windstar, suffix is wrong |
| W707343 | S100 | 010102 | TA3 | 1998-06-01 | 1998-06-01 | Windstar, suffix is wrong |
| W707343 | S300 | 010102 | TA3 | 1998-06-01 | 9999-12-31 | Windstar, suffix is OK |
| W707343 | S300 | 010102 | TA4 | 2003-08-03 | 9999-12-31 | Freestar, suffix is OK |

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

From: Weaver, Kirk (E.)
Sent: Tuesday, January 03, 2006 10:00 AM
To: Wasunyk, Jerry (G.); Paluzzi, Mark (M.A.)

Cc: Bateman, Brenda (B.)
Subject: RE: Question re- "Obsolete Part"

Mark,

Can you look into this?

Thanks,

Kirk Weaver
Manager, NA Fastener and Joint Engineering
Phone 313-805-4853
20901 Oakwood
Dearborn, MI 48124
Mail drop 128
GBG61

<http://www.pdfastenerandjointengineering.ford.com/>

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

From: Wasunyk, Jerry (G.)
Sent: Thursday, December 22, 2005 10:23 AM
To: Weaver, Kirk (E.)
Cc: Bateman, Brenda (B.)
Subject: RE: Question re- "Obsolete Part"

Kirk ?? Can you help out.

Jerry Wasunyk

Wishing You a Merry Christmas

Program and Pre-Production Management Dept

Bldg #3 - Cube 3D113
e-mail - gwasunyk@ford.com
313-24-89742

JMJSAPP

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

From: Bateman, Brenda (B.)
Sent: Thursday, December 22, 2005 7:54 AM
To: Wasunyk, Jerry (G.)
Subject: FW: Question re- "Obsolete Part"

Good Morning Jerry,

Can you help me to understand this ? This part in WERS is showing as cancelled, obsolete. Is there a way to change the part description?

thanks

Brenda Bateman

PPM Process Analyst
Oakville Assembly Complex
Tel - 905-845-2511 ext. 1918
Fax - 905-845-0132

bbatema2@ford.com

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

From: Henrickson, Dennis (D.R.)
Sent: Wednesday, December 21, 2005 1:30 PM
To: Bateman, Brenda (B.)
Subject: RE: Question re- "Obsolete Part"

Brenda,

The S300 is active. I don't know why it was retitled. I did not do it. It was done over two years ago by Mark Paluzzi. Maybe it should not be used for new designs or releases for some reason. I don't know any of the history for it.

Regards,

Dennis Henrickson

Dennis Henrickson (<mailto:dhenrick@ford.com>)
Mtls.&Fasteners Stds. Operations
RVT PDC Cube GB-G80
(313)805-3251 Fax (313)24-88519
Visit our website at <http://www.dearborn3.ford.com/met/>

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

From: Bateman, Brenda (B.)
Sent: Wednesday, December 21, 2005 1:18 PM
To: Henrickson, Dennis (D.R.)
Subject: Question re- "Obsolete Part"

Good Afternoon Dennis,

We're using this part in current production. I wondered why it's showing as obsolete in WERS. Does this mean that the part is inactive? Do we have to reactivate before we can modify the part?

Action: RV Part: W707343 S300 Desc: OBSOLETE CANCELLED

What do we need to do with this?

thanks,

Brenda Bateman

PPM Process Analyst
Oakville Assembly Complex
Tel - 905-845-2511 ext. 1918
Fax - 905-845-0132
bbatema2@ford.com

From: Hayduk, Mark (M.S.)
Sent: Thursday, June 30, 2005 2:39 PM
To: Nasar, John (H.S.)
Subject: FW: water leak onto pcm
Attachments: MVC-878S.JPG; MVC-877S.JPG; MVC-876S.JPG; MVC-875S.JPG; MVC-874S.JPG; MVC-873S.JPG

[any copy.....try these photos](#)

Mark Hayduk

Field Quality Engineer - Pittsburgh, PA
Service Engineering Operations - FCSD
Ph: 724-941-6670
Cell: 724-413-9113
Fax: 724-941-6670

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

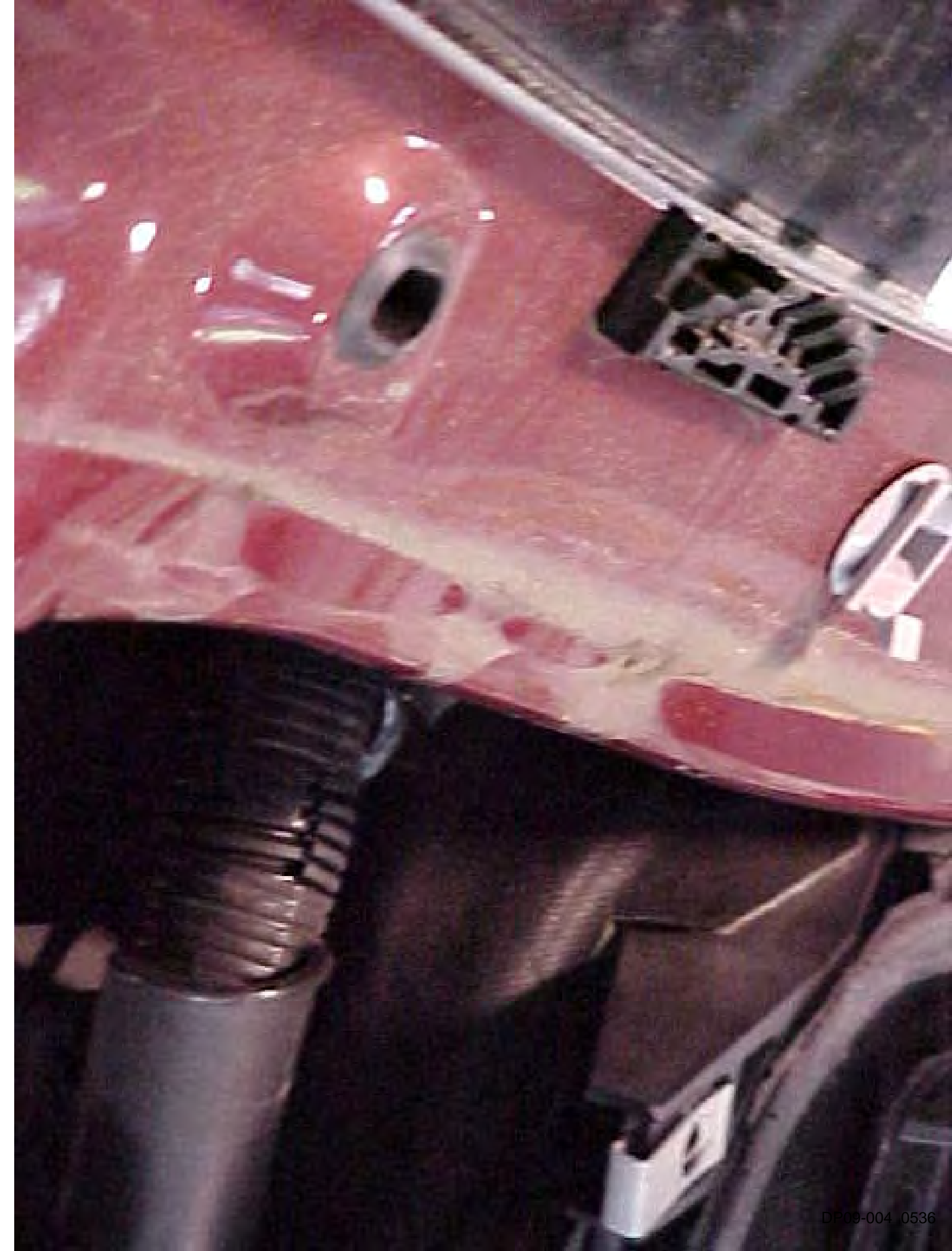
From: tommy oslick [mailto:tarmy1@earthlink.net]
Sent: Thursday, June 23, 2005 4:57 PM
To: Hayduk, Mark (M.S.)
Subject: Fw: water leak onto pcm

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

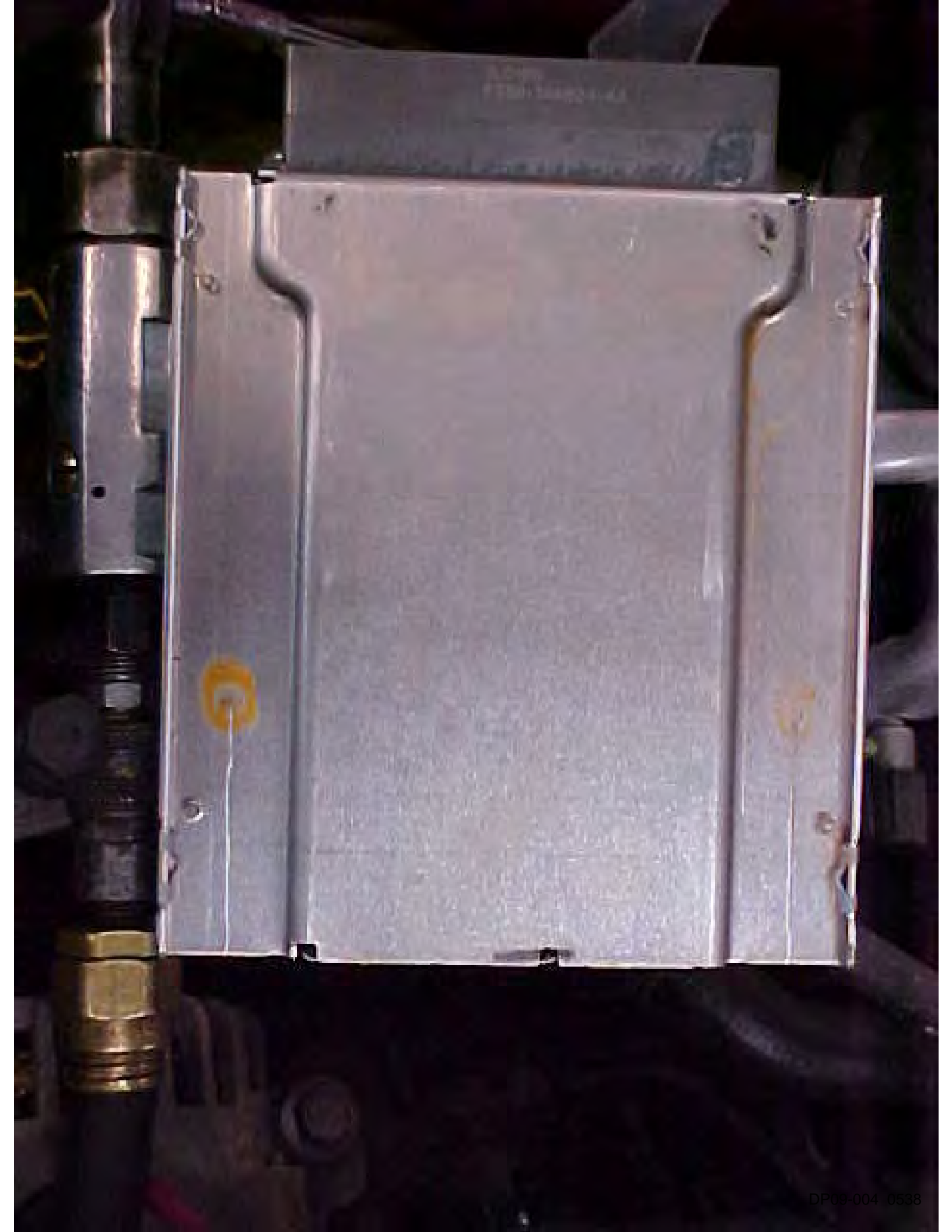
From: [tommy oslick](mailto:tommy.oslick)
To: hnasar@ford.com ; tarmy1@earthlink.net
Sent: Thursday, June 23, 2005 4:00 PM
Subject: water leak onto pcm

here are the attached pic on our discussion this morning tom oslick day ford 412-856-0600












B

REC'D - HQ-100 ONLY
APR 11 12:58 PM '09
6
CDT5



REC'D - HQ-100 ONLY
APR 11 12:58 PM '09
6
CDT5



From: Stodola, Robert (R.J.)
Sent: Wednesday, November 02, 2005 11:11 AM
To: Nasar, John (H.S.)
Subject: FW: Windstar REM inner shield

Attachments: 2F22-13B562-AA.bmp



2F22-13B562-
A.bmp (117 KB)

John, can we see if we can dig up some of these parts from service and try it on our current PCM?

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

From: Fang, Andy (A.)
Sent: Tuesday, November 01, 2005 8:39 AM
To: Stodola, Robert (R.J.)
Subject: FW: Windstar REM inner shield

FYI

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

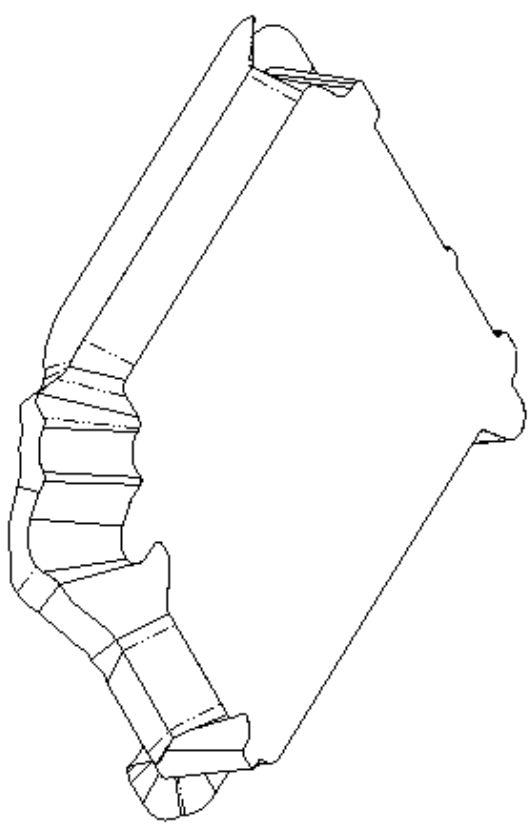
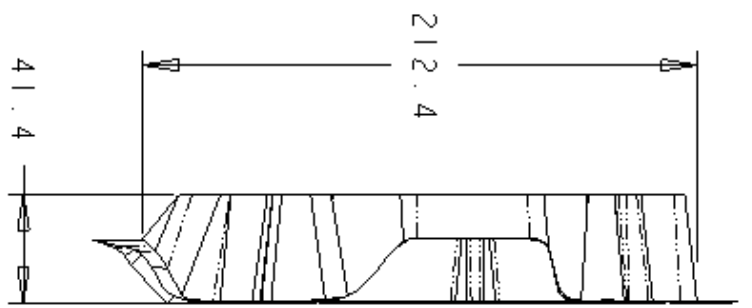
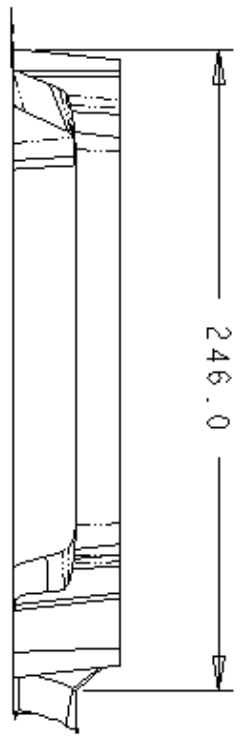
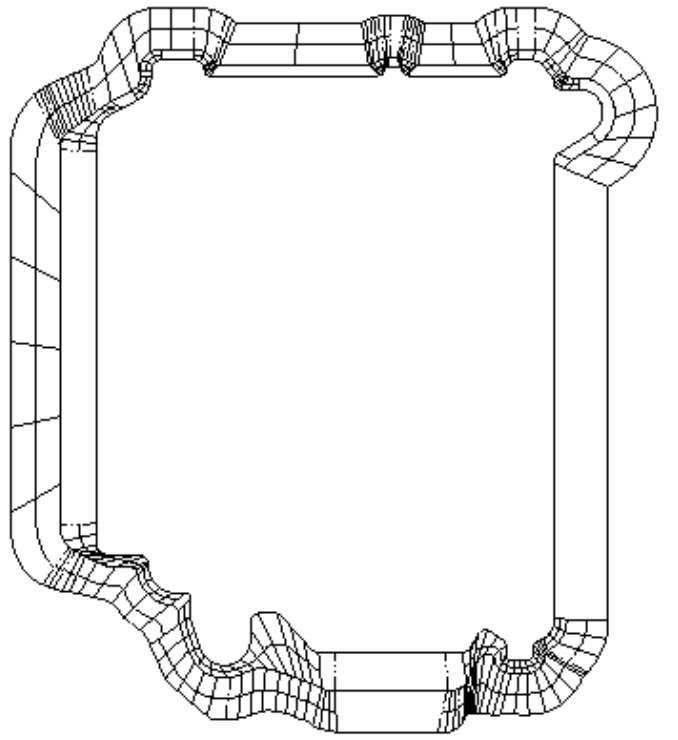
From: Tom Homrich [mailto:THOMRICH@Foamade.com]
Sent: Monday, October 31, 2005 2:57 PM
To: Fang, Andy (A.)
Cc: Peter Brown
Subject: Windstar REM inner shield

Good afternoon Andy,

Sorry for taking so long to get this to you. We had to dig it out of the archives. Hope this drawing helps you. Please feel free to contact me if you require additional information. I'll do my best to run it down. Have a great day!

<<2F22-13B562-AA.bmp>>

Regards,
Tom Homrich
Program Manager
Foamade Industries
Ph:(248) 853-8508 / Cell:(248) 431-0311 / Fax:(248) 853-3430



2F 22-13B562-AA
REM INNER SHIELD

From: Brush, Eric (E.G.)
Sent: Wednesday, May 10, 2006 4:49 PM
To: Hearn, Mark (E.); Fitz, Don (D.J.); Nasar, John (H.S.); Hearn, Mark (E.); Fitz, Don (D.J.); Castellano, John (J.); Stodola, Robert (R.J.); Zhu, Feng (F.); Huling, Jack (J.); Robichaud, Scott (S.M.); Fang, Andy (A.); Kulkarni, Arvind (A.); Warm, David (D.L.)
Cc: Watterson, John (K.J.); Vizard, Louise (L.E.); Shingleton, Leslie (L.E.); Unser, Dennis (D.K.); Brush, Eric (E.G.)
Subject: Harrow CQIS Claim V229 Misfire

Attachments: 00000020.JPG; 00000014.JPG; 00000010.JPG; 00000008.JPG; 00000004.JPG; 00000005.JPG; 00000001.JPG; 00000002.JPG; 00000003.JPG; clmlist20.pdf

Team:










Mark Hearn arranged for a vehicle to be brought back into Larry Renaud Ford in Harrow. I went to the dealer today and reviewed the vehicle in detail with them. The vehicle set the MIL light for a #4 misfire last week. The dealer changed out the plug and reset the code as well as preformed the TSB. I have the #4 plug and it is in perfect shape. There are no signs of melting. I also had the #5 and #6 checked without issue. The customer has not had the MIL code come back on since last week but has stated it is hard to start sometimes.

We removed the cowl and inspected the PCM. No signs of water were on the metal cover as well as the area was clean behind the PCM shield (unlike other vehicles we have reviewed). The shield also looked in good shape and has evenly formed seals.

Beads of moisture were noted on the blue seal as well as on the red wedge from the 104-way. When you touch these droplets they seems oily and are probably silicone. There was a lot more than I have seen before. Could water mix with the silicone?

The bolt boss/tower on the 104-way was cracked on two sides. Thus it matches the overheat part we sent to tyco as well as the Newport News part. The o-ring was torn. The surface of the tower was also not flat and seems to be on an angle. It almost loks like the 104-way was on an angle and torqued straight by the bolt?

Please see the attached images

      
00000020.JPG (184 KB) 00000014.JPG (191 KB) 00000010.JPG (190 KB) 00000008.JPG (190 KB) 00000004.JPG (192 KB) 00000005.JPG (186 KB) 00000001.JPG (185 KB)
 
00000002.JPG (185 KB) 00000003.JPG (190 KB)

It was brought to my attention after the dealer visit this vehicle has been in before several times. The attached file has the previous claims. I left the PCM in the vehicle but based on these claims wish I had kept it. This vehicle has had several electrical issues in its short life span.



clm1ist20.pdf (22
KB)

Finally the dealer took freeze-frame data when the #4 misfire occurred. Nothing looks out of the ordinary to me. The dealer / Tech line as well as myself do not know what a EWMA misfire counts for last ten cycles is. Dave Warm /team: Can you inform me what this means.

From the mechanics notes:

Fuel sys - 1 closed loop

Loud - 36.9%

ECT - 118.4

SFT1 - 1.56

LFt1 - 1.56

SFt2 - 3.91

LFt2 - 3.13

Map - 7.395

RPM - 1150

VS - 41

Spark Adv - 0.36

IAT - 57.2

TP - 0.94v

MAF - .91v

Map at idle - 4.78

Mode 6 - C4 misfire counts for last current drive cycle - 7 counts

EWMA misfire counts for last 10 drive cycles - 7 counts

Catalyst damage

Emission threshold misfire #4 0%

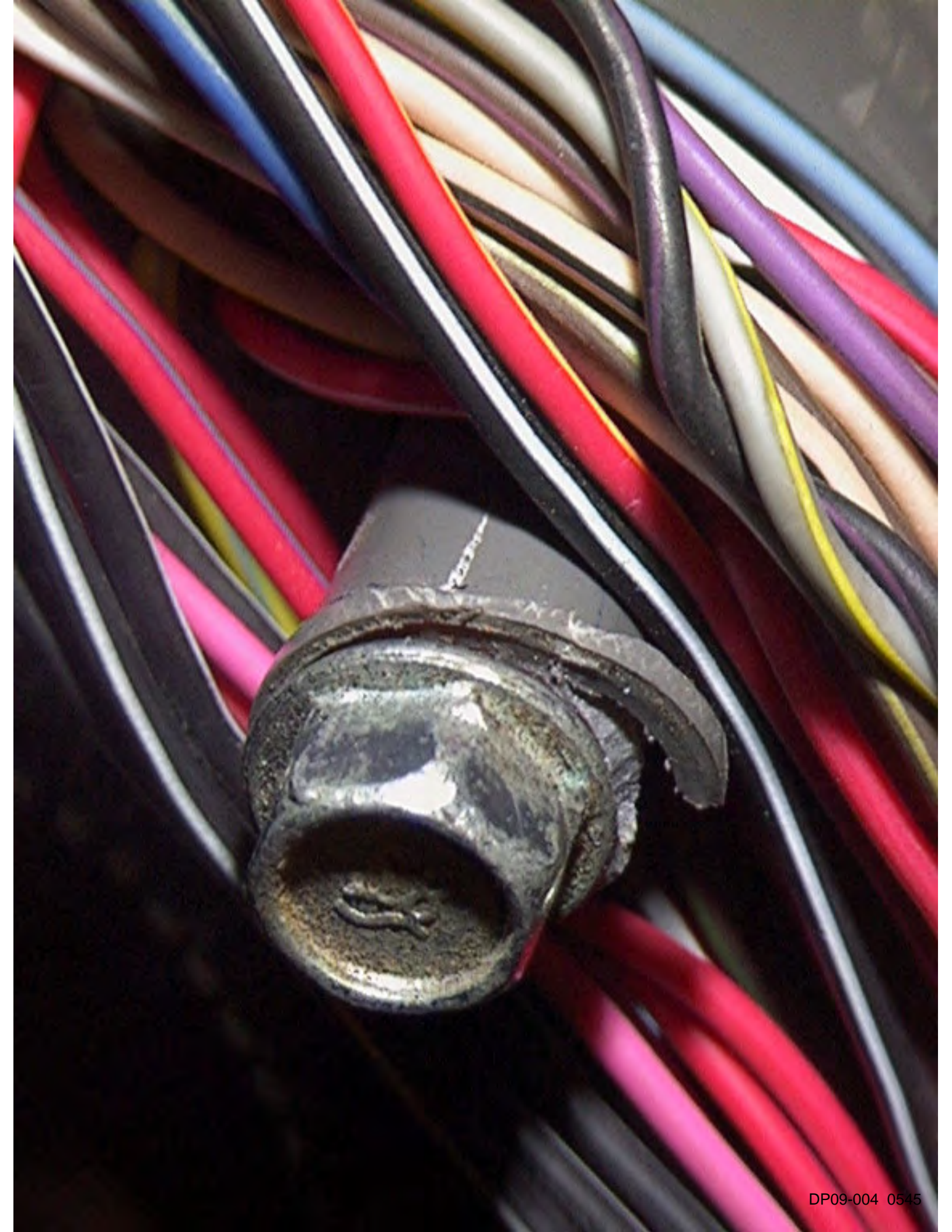
Note: If this vehicle returns again we need to keep the PCM as well as blackbox the vehicle. It is not far from Dearborn and is an easy day trip.

Eric Brush

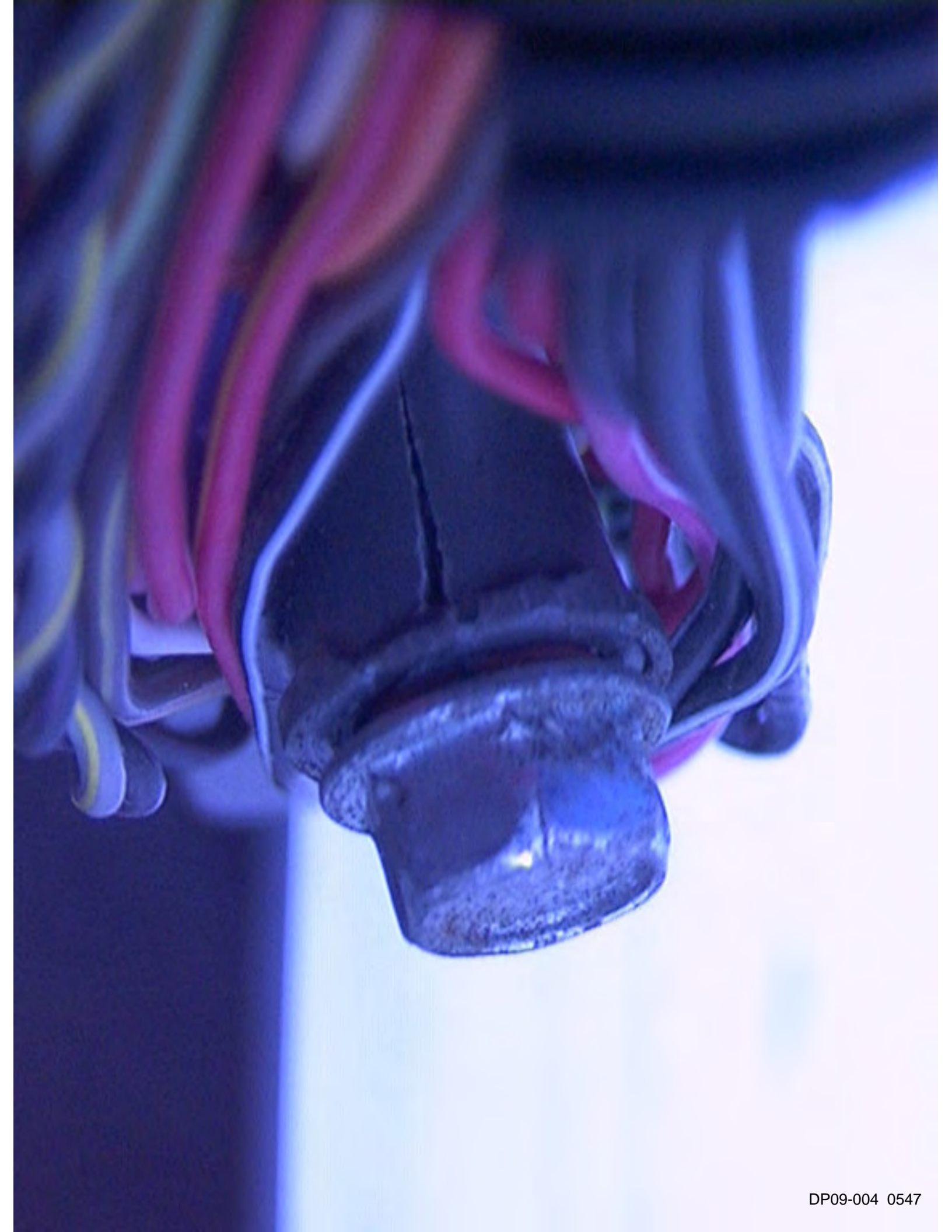
Essex Resident

519-944-9244

Fax - 519-944-9260



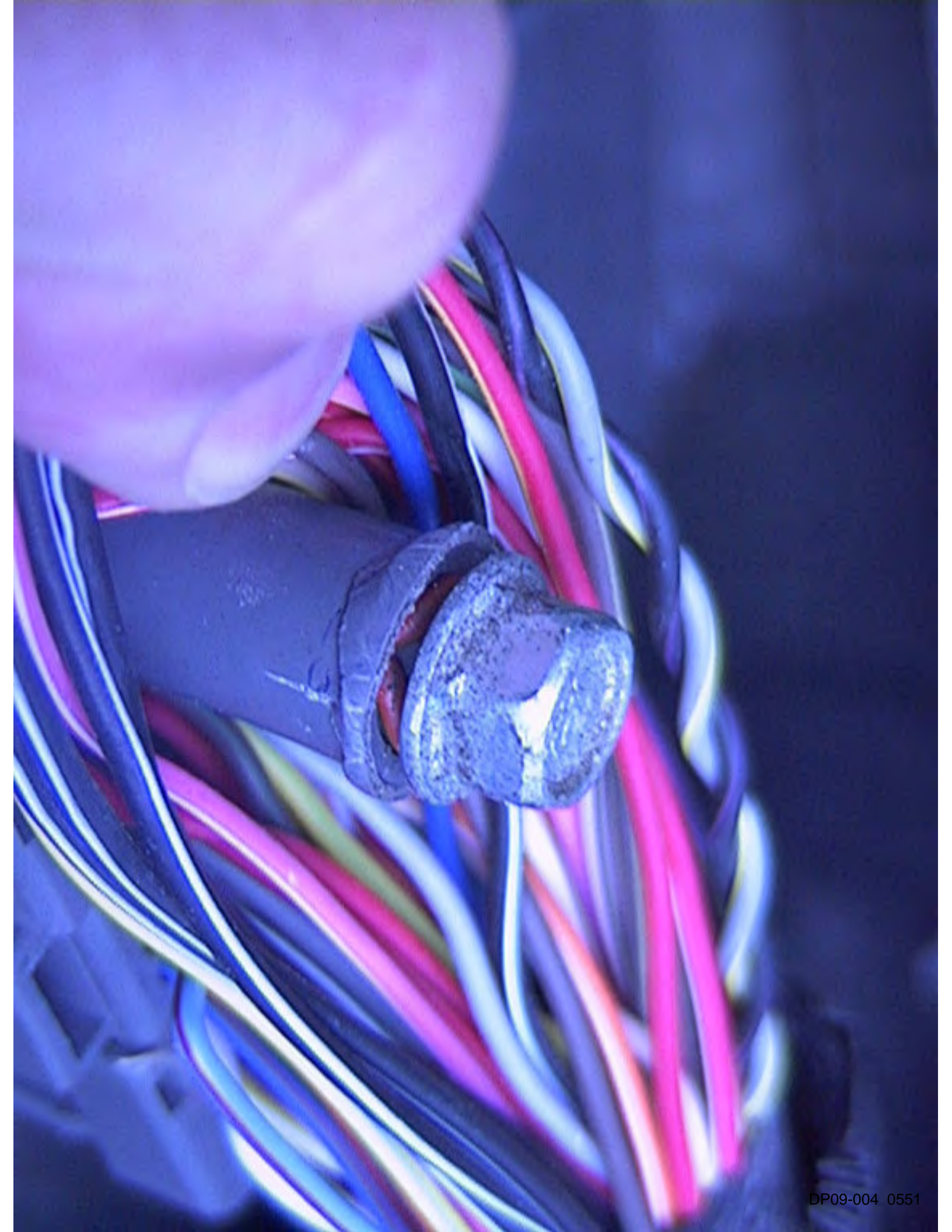


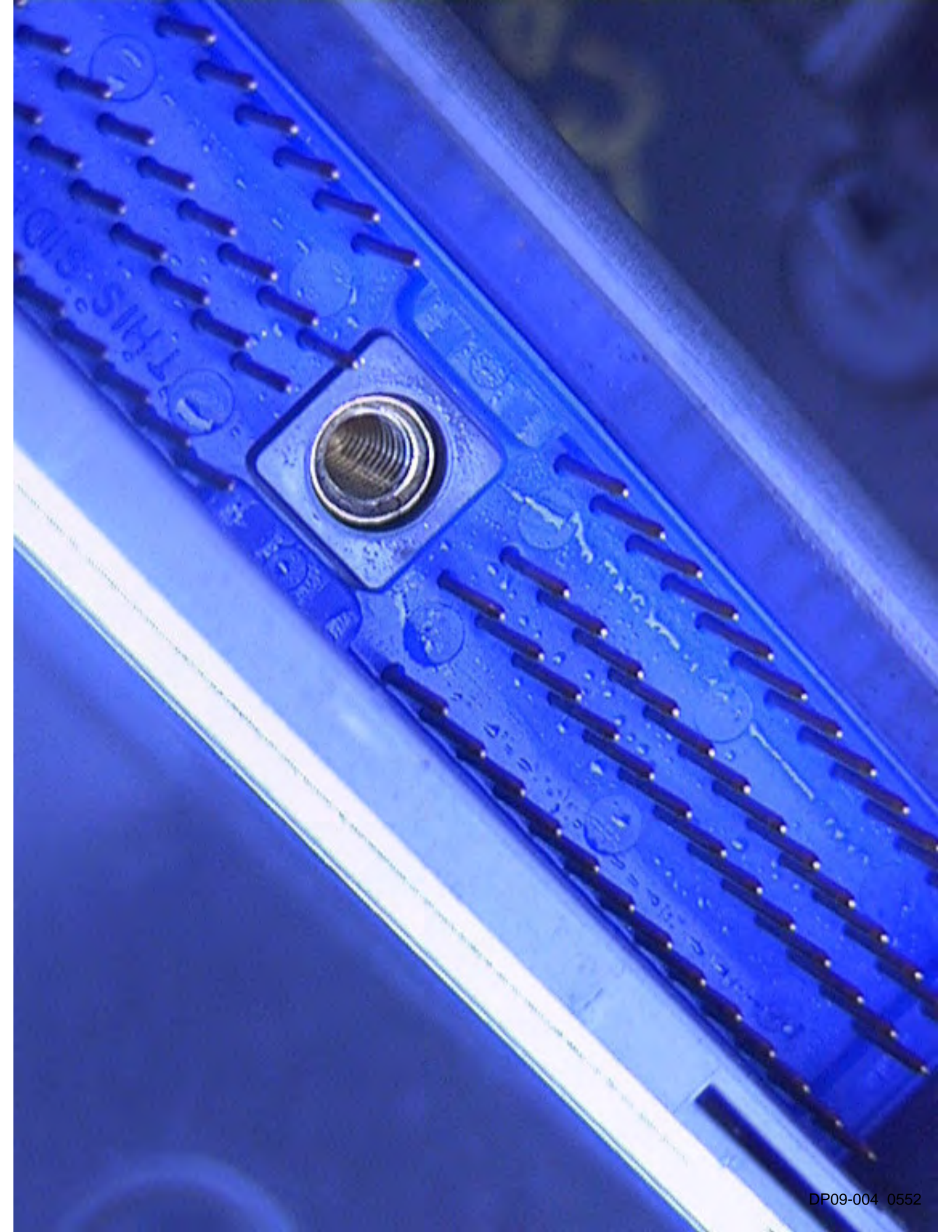












From: Nasar, John (H.S.)
Sent: Tuesday, October 18, 2005 4:20 PM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorolla.com'; Borneo, Joseph (J.A.)
Subject: Meeting Matrix
Attachments: Action plan matrix_PCM_AT water intrusion.xls



Action plan
rix_PCM_AT wa

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

V229 Rear Sensor Warranty Spike

| | Item | Task | Responsibility | Review Date | Status | Open/ Closed |
|--------------------|------|--|----------------|-------------|---|-----------------|
| Containment Action | | Add Sealer foam tape in OAP | Nasir Syed | 10/20/05 | * Add process at the plant. | Open |
| | | Cowl Top Scrivets | Nasir Syed | 10/20/05 | * Reduce slot size. * Use bigger washer seal * Use self sealing washer. | Open |
| | | Seal Grey cowl top clips | Nasir Syed | 10/20/05 | * Test for water intrusion for existing clips. - J Nasar / N Syed | Open |
| | | Assembly process variability and in station process control to prevent defects. | Nasir Syed | 10/20/05 | | Open |
| | | Plant control point inspection - EOL | John Nasar | 10/20/05 | | Open |
| | | Assembly line operator awareness of the issue - Work Group leaders | Mark Hearn | 10/20/05 | | Open |
| | | | | | | Open |
| | | | | | | Open |
| Root Cause | | Determine if 20 minute water soak could be used for test verification. | Andy Fang | 10/20/05 | | Open |
| | | Water intrusion through the hole by the front fender as it meets the cross member. | Andy Fang | 10/20/05 | | Open |
| | | Cowl top retention at the far ends - OAP process | Nasir Syed | 10/20/05 | | Open |
| | | Warranty analysis by failure modes | John Nasar | 10/20/05 | | Open |
| | | Sheet metal dimension data for the grey clips square holes (30 samples) | Nasir Syed | 10/20/05 | | |
| | | Cowl top scrivets hole dimension data | Nasir Syed | 10/20/05 | | |
| | | PCM changes to seal water at the top surface. | Nathan Wallis | 10/20/05 | | |
| | | PCM changes to seal water around the connector | Nathan Wallis | 10/20/05 | | |
| | | Holes on cowl are not round. | Nasir Syed | 10/20/05 | | Open |
| | | Scrivets not fully seated | Nasir Syed | 10/20/05 | | Open |
| | | Sheet metal irregularity around the grey clips | Nasir Syed | 10/20/05 | | Open |
| Service actions | | TSB verbiage to be compliant to recall and campaign prevention. | Pat Campau | 10/20/05 | | Open |
| | | | | | | Open |
| | | | | | | Open |

From: Kulkarni, Arvind (A.)
Sent: Tuesday, August 30, 2005 9:18 AM
To: Hayduk, Mark (M.S.)
Cc: McDonald, Joseph (J.); Lentini, Craig (C.A.); Nasar, John (H.S.)
Subject: RE: Motorola investigation report on connector pin gold plating condition for concern of water in PCM

Water entry in PCM is not acceptable because it can create short term issues. The purpose of this investigation was to understand whether it can result in permanent damage requiring need of replacing PCM.

Subject PCM had passed all tests and pin condition was observed satisfactory.

Regards,

Arvind Kulkarni

Freestar / Monterey Powertrain Systems Engineering
Certified Reliability Engineer, 6 sigma Black Belt, CQE & CQMgr
PVT-Oakville Assembly Plant
Phone- (905) 845-2511 x 3741
Fax- (905) 845-0132

Meticulous engineering does not cost- It pays.

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

From: Hayduk, Mark (M.S.)
Sent: Tuesday, August 30, 2005 8:30 AM
To: Kulkarni, Arvind (A.)
Cc: Hayduk, Mark (M.S.); McDonald, Joseph (J.); Lentini, Craig (C.A.)
Subject: FW: Motorola investigation report on connector pin gold plating condition for concern of water in PCM
Importance: High

Thanks for the report on the PCM that I returned from our Assignment.

It would appear that water either shorted out the connector or shorted out the PCM internally? Any signs that water got into the PCM and dried prior to it being tested ?

Thanks.

Mark Hayduk

Field Quality Engineer - Pittsburgh, PA
Service Engineering Operations - FCSD
Ph: 724-941-6670
Cell: 724-413-9113
Fax: 724-941-6670

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

From: Kulkarni, Arvind (A.)
Sent: Tuesday, August 30, 2005 7:57 AM
To: Hayduk, Mark (M.S.); Nasar, John (H.S.)
Cc: Hearn, Mark (E.); Stever, Paul (P.G.); Cordeau, Roger (T.)
Subject: Motorola investigation report on connector pin gold plating condition for concern of water in PCM
Importance: High

Sample of PCM with concern of water entry in PCM connector was requested from service to evaluate corrosion of pins. The returned sample was sent to Motorola to evaluate corrosion of pins.

Vehicle details.

- VIN [REDACTED] -Build date 4/2/2004

- Kms- 39065
- Symptom- Water in PCM connector causing stall

Motorola finding- Gold plating on connector pins appears robust. Please refer attachment for details.
<< Message: V229 PCM Return for Connector inspection >>

Regards,

Arvind Kulkarni

Freestar / Monterey Powertrain Systems Engineering
Certified Reliability Engineer, 6 sigma Black Belt, CQE & CQMgr
PVT-Oakville Assembly Plant
Phone- (905) 845-2511 x 3741
Fax- (905) 845-0132

Meticulous engineering does not cost- It pays.

From: Nowacki Michael-G13003 [Michael.Nowacki@motorola.com]
Sent: Tuesday, August 30, 2005 7:33 AM
To: Larry Spieran (lspieran@automotivespecialty.net); Kulkarni, Arvind (A.)
Cc: Banks Michael-G19942; Nowacki Michael-G13003; Wood David-G19323
Subject: V229 PCM Return for Connector inspection
Attachments: EECV - Corroded Connector Pins.ZIP

Arvind - Attached are details on the module that you asked Larry to send back for us to evaluate. Pls give me a call if there is anything else you would like us to do.

Thanks,
Mike Nowacki
Quality Manager - Ford Products
830.372.7047

Analysis of EEC-V Module 34148-146

Initial Approach

The PCM in question arrived in the Motorola Seguin facility on 24 Aug 2005 and was immediately sent to the engineering team for evaluation. Initial accounts of the return described a field failure where water was found in the connector and there was some concern regarding pin corrosion. Ten pins were extracted from random locations in the PCM connector, as well as ten pins from random locations in a typical production-ready connector.

Supporting Evidence

Prior to extracting pins from the PCM connector, the module was functionally tested at ambient temperature and passed all tests. Furthermore, high magnification photographs of the connector pins did not reveal any abnormalities consistent with corrosion. These images can be found in figures one through four.

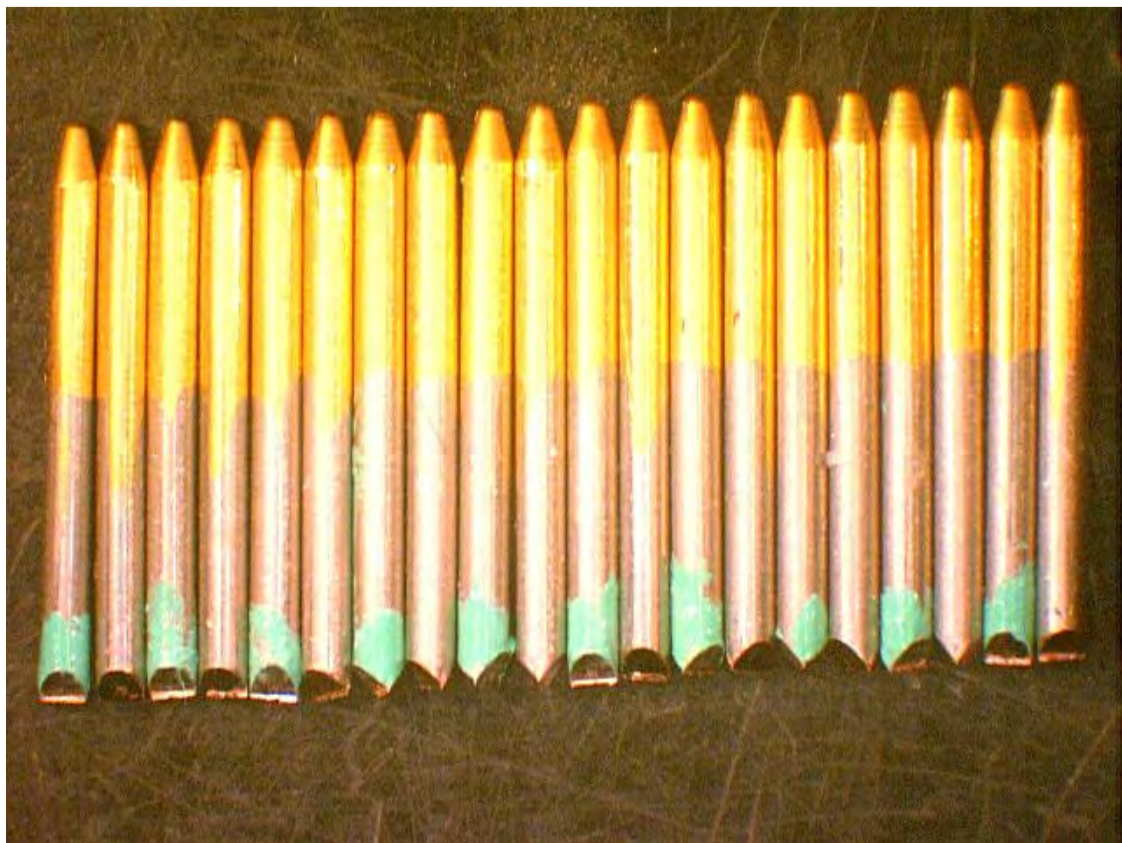


Figure 1. Field of View.

Twenty extracted pins from two PCM connectors. Pins marked with green paint were extracted from a production-ready connector. (note: production-ready pins are interspersed between pins extracted from the returned PCM.



Figure 2. Left-Most Pins at 5x Magnification.

At 5x magnification, no imperfections consistent with corrosion can be seen. A small pit can be seen on the fourth pin from the left.

Magnification did reveal, however, some minor pitting on pins extracted from the returned PCM. Further investigation revealed the pits to be straight and approximately 180° apart. These markings are consistent with the female portion of the connector and are not deep enough to penetrate the gold plating. Each side of a sample pin can be seen in figures three and four.

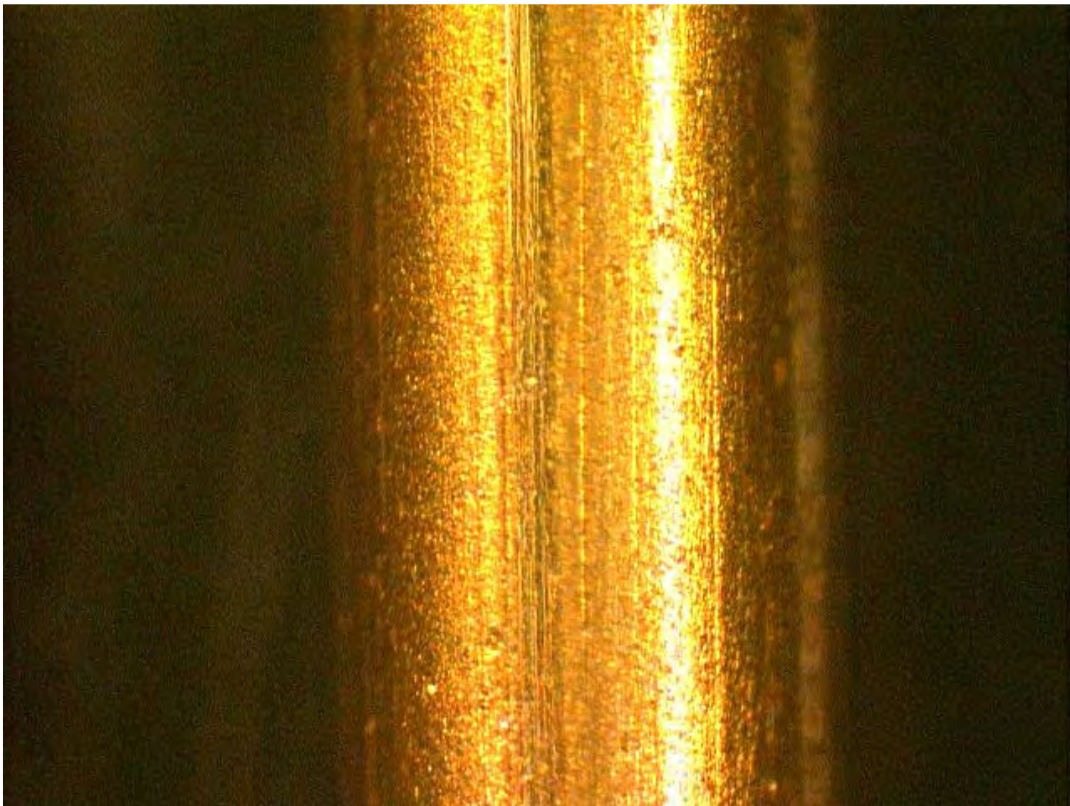


Figure 3. Preliminary View of Pit at 7x.
Pit is represented by dark striations in center of pin.

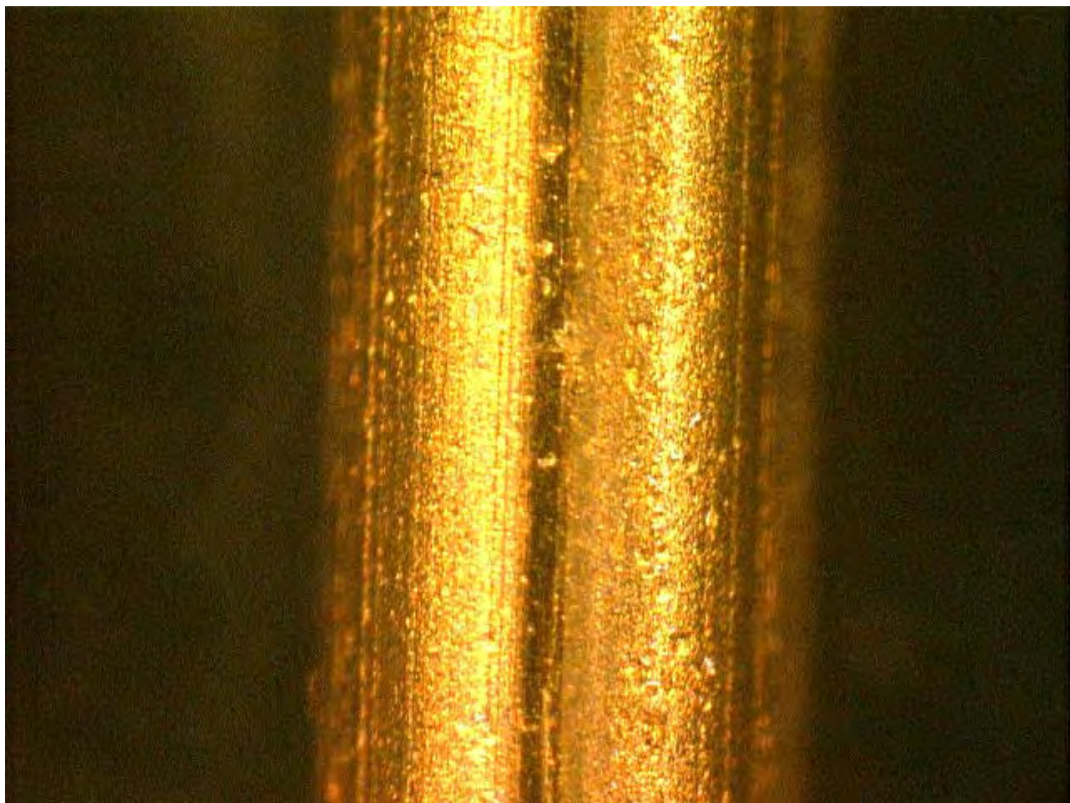


Figure 4. 180° View of Pit at 7x.
Pit is represented by dark striations in center of pin. This pit is on the opposite side of the pin.

Additionally, all PCM connector pins are gold plated. Chemically, gold is very stable and does not readily react with water (one of the prerequisite chemicals for oxidation reactions of metals).

Conclusion

Based on the combination of functional testing, high-magnification visual inspection and the metallurgical properties of the connector pin plating, it is highly unlikely that PCM failure was due to corroded connector pins.

From: Borneo, Joseph (J.A.)
Sent: Thursday, October 20, 2005 2:32 PM
To: Nasar, John (H.S.)
Cc: Lipka, Ken (K.R.)
Subject: RE: Meeting Matrix

By the way, Barry Parikh is the Body Engineer supervisor who told us about the self sealing scrivet.

Joseph Borneo
Supervisor
4F50N Transmission Vehicle Systems/Calibration
D186/V229 Programs
ATEO Bldg, Cube W220E
(734)523-5950
Pager: (734) 797-9539
USERID: JBORNEO

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

From: Nasar, John (H.S.)
Sent: Thursday, October 20, 2005 12:21 PM
To: Matysiewicz, Edwin (E.J.)
Cc: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); Borneo, Joseph (J.A.); 'nathan.willis@motorola.com'
Subject: RE: Meeting Matrix

Ed, there is not intension to make a change to the PCM, but I have one question why are we installing the PCM upside down in the plant? are you aware of that issue? We discussed this issue with Nathan in our meeting this morning and could not find an answer. We have holes at the top of the PCM and nothing at the bottom which is a perfect condition for water accumulation. Is this according to design intent? I just want to know if the plant is doing something wrong in the process that we can fix.
Thanks

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Matysiewicz, Edwin (E.J.)
Sent: Thursday, October 20, 2005 12:12 PM
To: Nasar, John (H.S.)
Cc: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorola.com'; Borneo, Joseph (J.A.)
Subject: RE: Meeting Matrix

John
The PCM is not a root cause of the V229 water leaks, but the body structure is the primary cause. Retooling the PCM to make it waterproof would be a large task, and it would be costly, due to the low volume and limited lifespan of the V229 platform.

There is no short term action that I could take to make the V229 waterproof.
Please take the PCM off of your matrix as the root cause as it is not the root cause, but the body structure seal is the root cause.

Thanks
Ed

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 18, 2005 4:20 PM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorolla.com'; Borneo, Joseph (J.A.)
Subject: Meeting Matrix

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

From: Nasar, John (H.S.)
Sent: Wednesday, May 17, 2006 2:19 PM
To: Shingleton, Leslie (L.E.); Ufimzeff, Ben (B.)
Subject: PCM PICS

Attachments: IMG_0164.JPG; IMG_0165.JPG; IMG_0166.JPG; IMG_0221.JPG; IMG_0222.JPG; IMG_0223.JPG; IMG_0224.JPG



IMG_0164.JPG
(1,020 KB)



IMG_0165.JPG (698 KB)



IMG_0166.JPG (706 KB)



IMG_0221.JPG (932 KB)



IMG_0222.JPG (877 KB)



IMG_0223.JPG (806 KB)



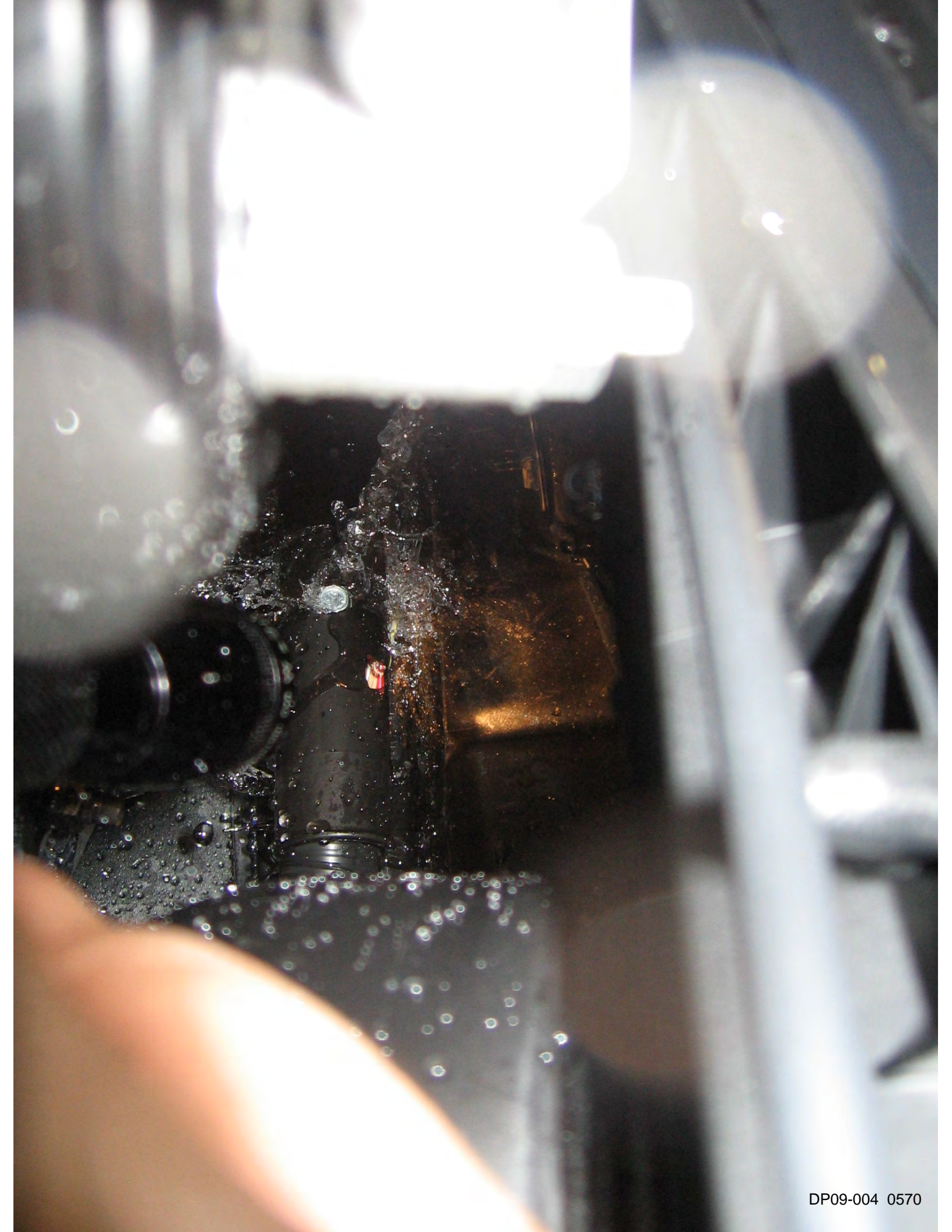
IMG_0224.JPG (832 KB)

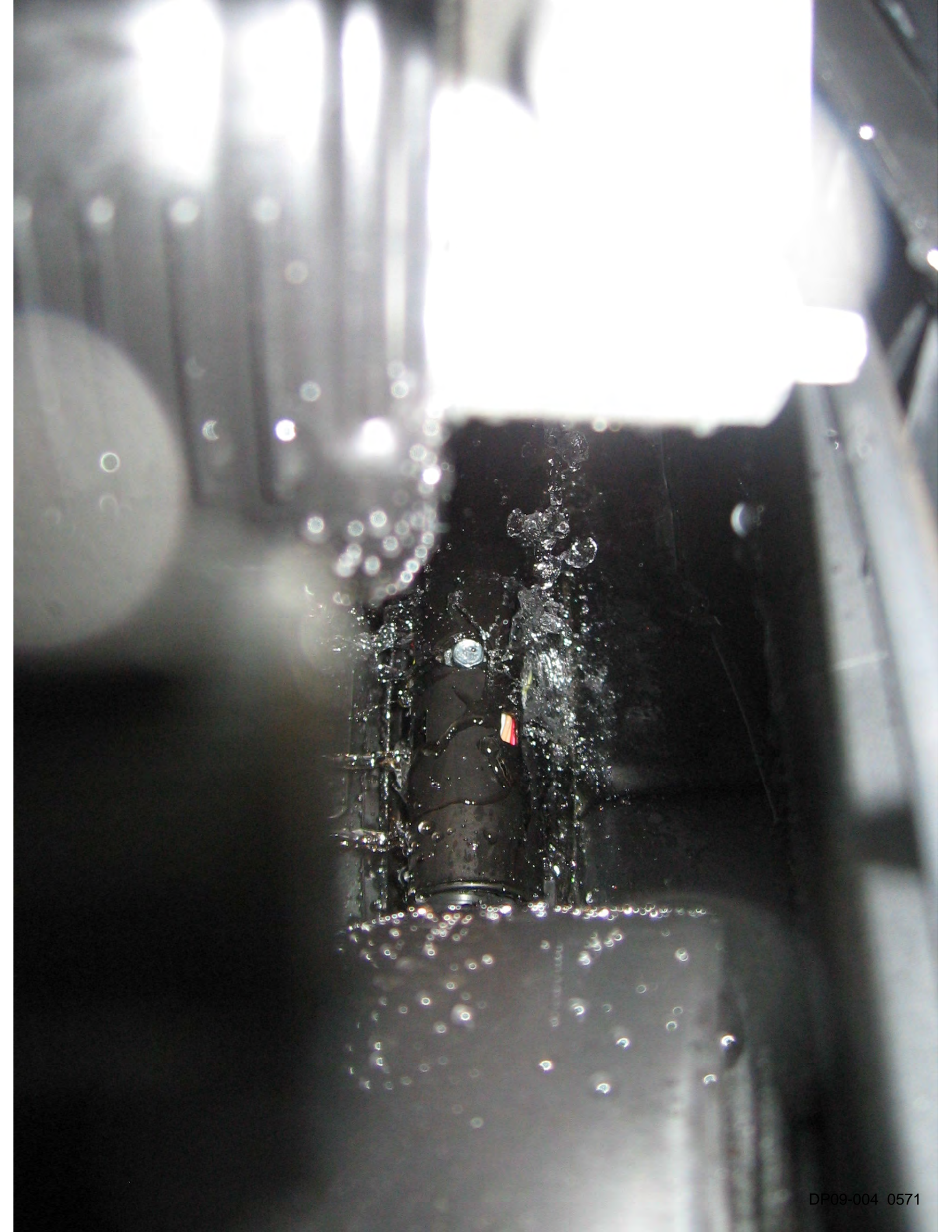














RING

DO NOT
OVERHEAT

From: Nasar, John (H.S.)
Sent: Wednesday, May 24, 2006 2:21 PM
To: Ufimzeff, Ben (B.); Shingleton, Leslie (L.E.); Bayne, Rick (R.); Merony, Ken (K.J.); Matckars, Vic (V.A.); Male, Michael (M.J.); Nasar, John (H.S.)
Subject: PCM PICS
Attachments: IMG_0263.JPG; IMG_0270.JPG



IMG_0263.JPG (1 MB)



IMG_0270.JPG (852 KB)





From: Nasar, John (H.S.)
Sent: Wednesday, May 24, 2006 2:21 PM
To: Ufimzeff, Ben (B.); Shingleton, Leslie (L.E.); Bayne, Rick (R.); Merony, Ken (K.J.); Matchars, Vic (V.A.); Male, Michael (M.J.); Nasar, John (H.S.)
Subject: PCM PICS

Attachments: IMG_0263.JPG; IMG_0270.JPG

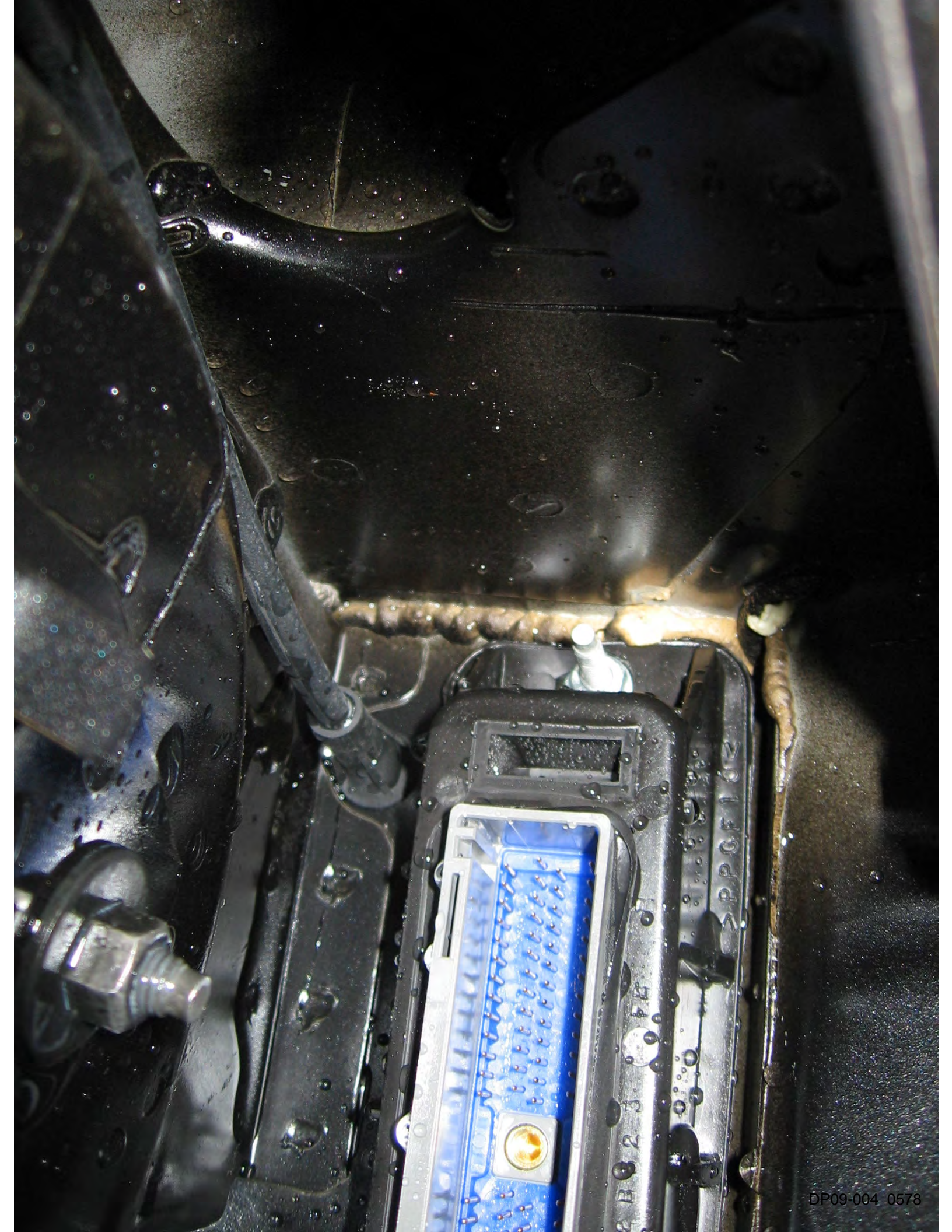


IMG_0263.JPG (1 MB)



IMG_0270.JPG (851 KB)





From: Hearn, Mark (E.)
Sent: Thursday, December 22, 2005 2:05 PM
To: Ratcliffe, Mark (M.)
Cc: Stodola, Robert (R.J.); Syed, Nasir (N.S.); Nasar, John (H.S.); Stever, Paul (P.G.)
Subject: PCM Water Intrusion

Mark,

you can use the following text for the document your preparing.

Containment (i.e removing plugs from underside of cowl) initiated at OAP on Nov 23rd, 2005. Concern to modify cowl clip sealing foam raised by PVT. Currently waiting financial approval. Note - PSO containment expires Feb 3rd. 2006.

Mark Hearn
PTO Resident Engineer
Freestar Plant Vehicle Team

Oakville Assembly Plant
Phone: (905) 845-2511 Ext 1089 Dail Net: 853-1089
Fax: (905) 845-0132
mhearn@ford.com

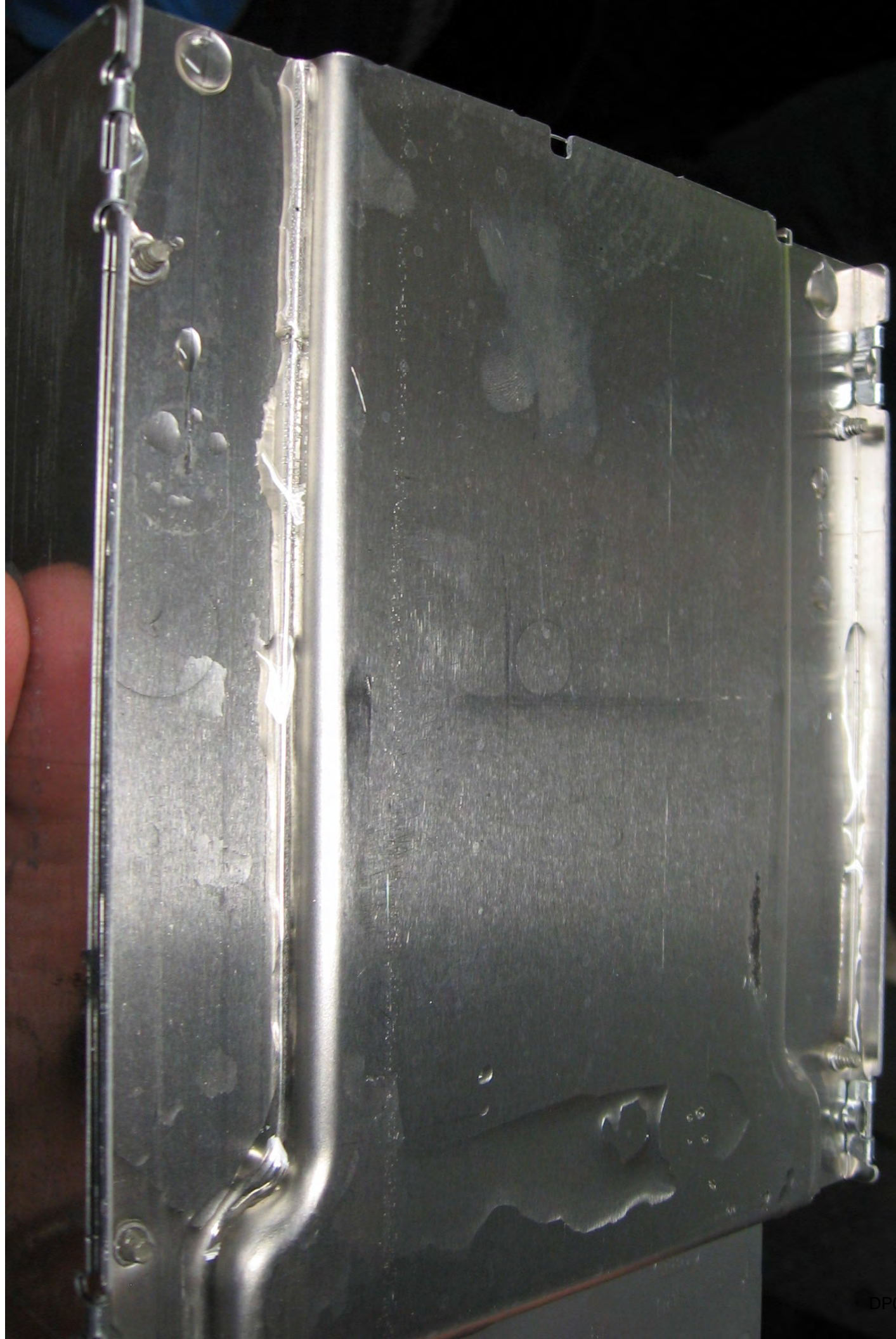
Before Data for Body Sealant Height and Thickness on RH Cowl to Firewall Structure

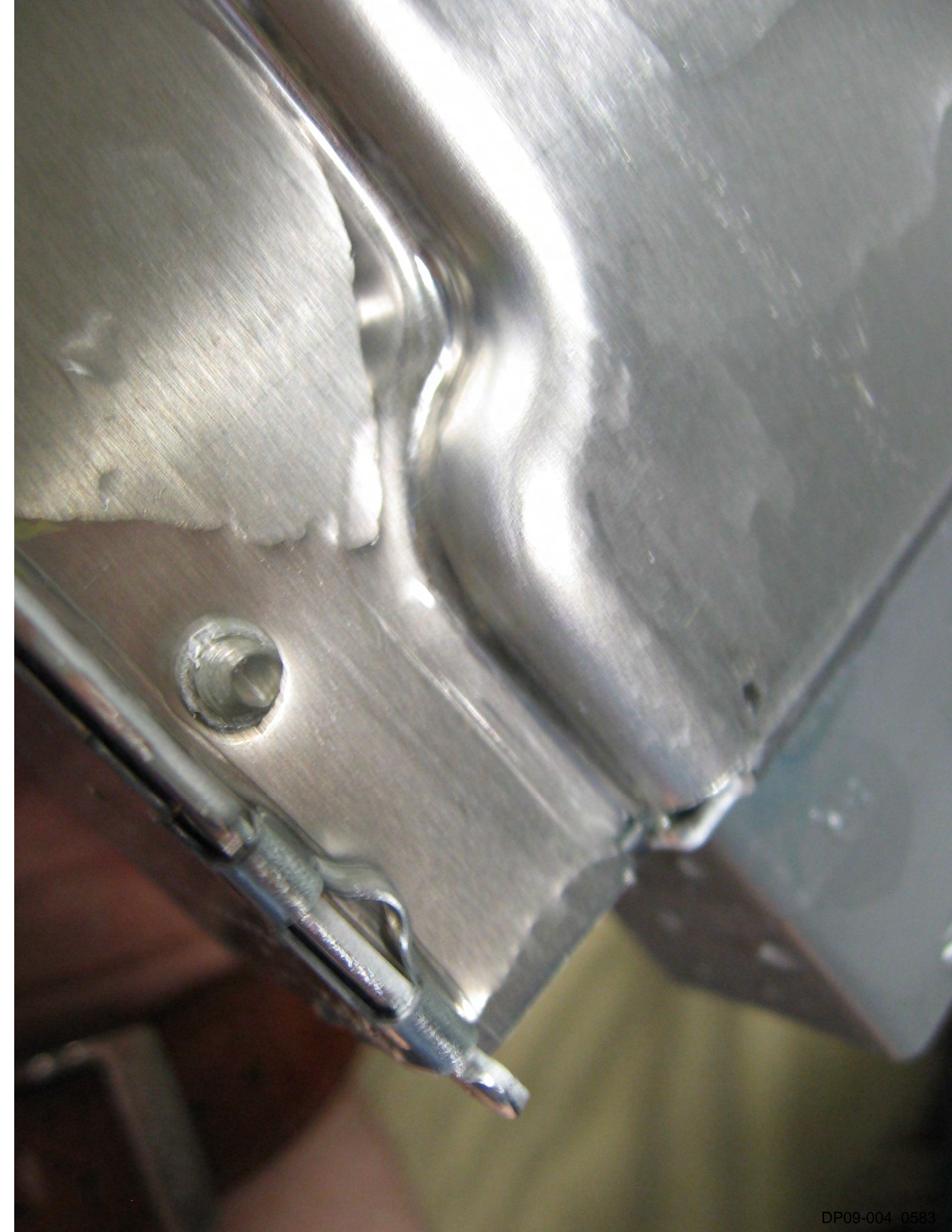
| <u>Vehicle</u> | <u>Horizontal away from hole</u> | <u>Verticle from face of sheet metal</u> | <u>Horizontal from Fender</u> |
|----------------|----------------------------------|--|-------------------------------|
| 2732 | 2.5 | 3 | 8.5 |
| 2733 | 2.5 | 3.5 | 8.5 |
| 2734 | 2.5 | 3.5 | 8.5 |
| 2735 | 2.5 | 4 | 8.5 |
| 2736 | 1 | 7.5 | 10 |
| 2737 | 2.5 | 3 | 8.5 |
| 2738 | 3.5 | 3.5 | 7.5 |
| 2739 | 2.5 | 3 | 8.5 |
| 2740 | 2 | 3.5 | 9 |
| 2741 | 0 | 10 | 11 |
| 2742 | 3.5 | 3.5 | 7.5 |
| 2743 | 0 | 11 | 11 |
| 2744 | 3 | 3.5 | 8 |
| 2745 | 3.5 | 3 | 7.5 |
| 2746 | 3 | 3 | 8 |
| 2747 | 1 | 11 | 10 |
| 2748 | 1 | 7 | 10 |
| 2749 | 0 | 6.5 | 11 |
| 2750 | -2 | 12 | 13 |
| 2751 | -2 | 13 | 13 |
| 2752 | 3 | 5 | 8 |
| 2753 | 3 | 3 | 8 |
| 2754 | 0 | 9 | 11 |
| 2755 | 0 | 5 | 11 |
| 2756 | 2 | 6 | 9 |
| 2757 | 2 | 4 | 9 |
| 2758 | 0 | 4 | 11 |
| 2759 | 1 | 8 | 10 |
| 2760 | 2 | 6 | 9 |
| 2761 | -3 | 12 | 14 |
| 2762 | 3 | 3 | 8 |

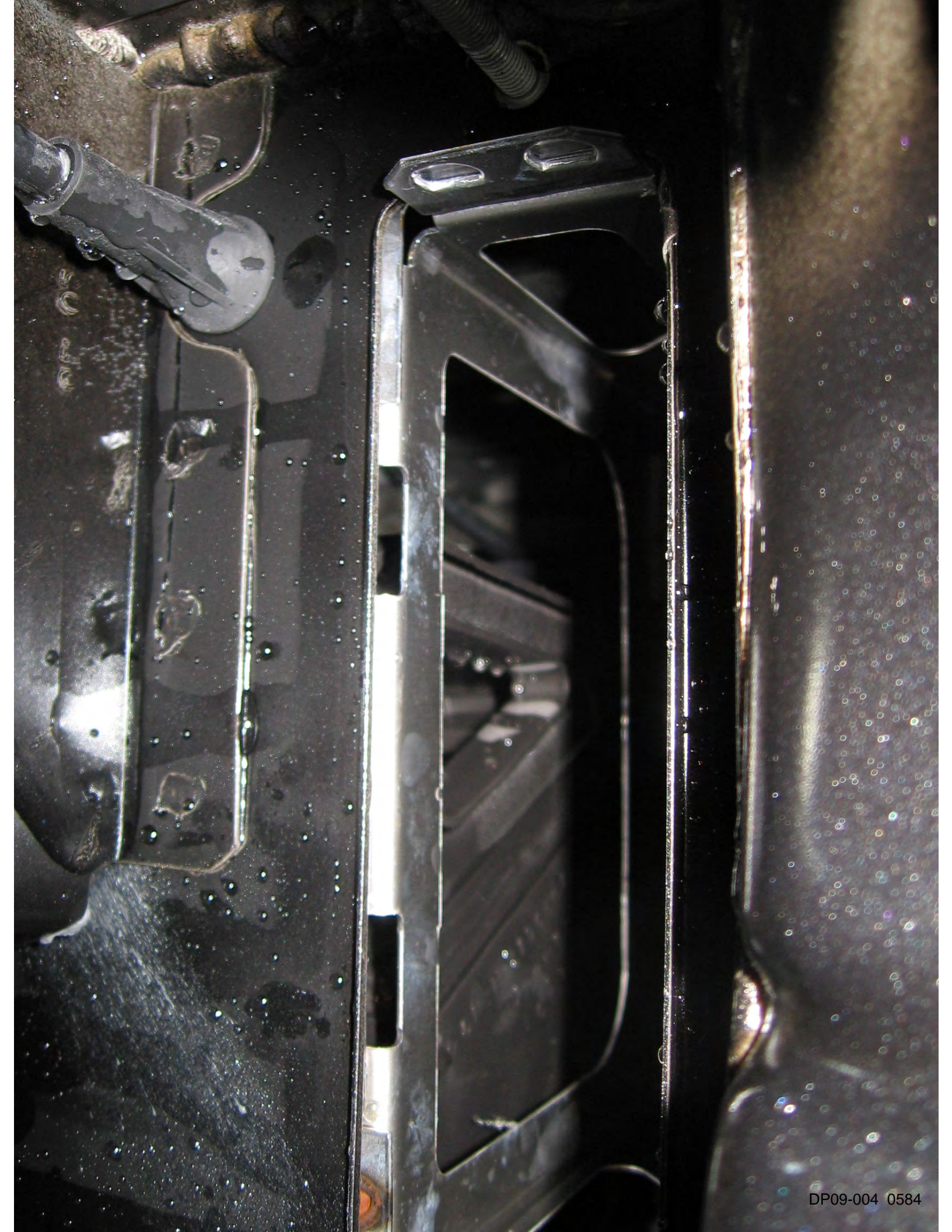
After Data Taken on June 8, 2006 after Modification to the Sealer Application Fixture (8mm move

| | <u>Horizontal from Hole Edge</u> | <u>Horizontal from Fender</u> |
|----|----------------------------------|-------------------------------|
| 1 | 9 | 2 |
| 2 | 6 | 5 |
| 3 | 6 | 5 |
| 4 | 6 | 5 |
| 5 | 8 | 3 |
| 6 | 10 | 1 |
| 7 | 7 | 4 |
| 8 | 10 | 1 |
| 9 | 11 | 0 |
| 10 | 10 | 1 |
| 11 | 9 | 2 |
| 12 | 9 | 2 |
| 13 | 11 | 0 |
| 14 | 10 | 1 |
| 15 | 11 | 0 |
| 16 | 11 | 0 |
| 17 | 5 | 6 |
| 18 | 11 | 0 |
| 19 | 10 | 1 |
| 20 | 10 | 1 |
| 21 | 5 | 6 |
| 22 | 5 | 6 |
| 23 | 11 | 0 |
| 24 | 10 | 1 |
| 25 | 6 | 5 |
| 26 | 11 | 0 |
| 27 | 11 | 0 |
| 28 | 10 | 1 |
| 29 | 11 | 0 |
| 30 | 8 | 3 |

| Vehicle | Horizontal away from hole | Verticle from face of sheet metal | Picture # |
|---------|---------------------------|-----------------------------------|------------------------|
| 2732 | 2.5 | | 3 |
| 2733 | 2.5 | | 3.5 |
| 2734 | 2.5 | | 3.5 |
| 2735 | 2.5 | | 4 |
| 2736 | 1 | | 7.5 MVC-001S |
| 2737 | 2.5 | | 3 |
| 2738 | 3.5 | | 3.5 |
| 2739 | 2.5 | | 3 |
| 2740 | 2 | | 3.5 |
| 2741 | 0 | | 10 MVC-002S & MVC-003S |
| 2742 | 3.5 | | 3.5 |
| 2743 | 0 | | 11 MVC-004S |
| 2744 | 3 | | 3.5 |
| 2745 | 3.5 | | 3 |
| 2746 | 3 | | 3 |
| 2747 | 1 | | 11 MVC-005S |
| 2748 | 1 | | 7 MVC-006S |
| 2749 | 0 | | 6.5 MVC-007S |
| 2750 | -2 | | 12 MVC-008S |
| 2751 | -2 | | 13 MVC-009S |
| 2752 | 3 | | 5 |
| 2753 | 3 | | 3 |
| 2754 | 0 | | 9 |
| 2755 | 0 | | 5 MVC-010S |
| 2756 | 2 | | 6 |
| 2757 | 2 | | 4 |
| 2758 | 0 | | 4 |
| 2759 | 1 | | 8 MVC-011S |
| 2760 | 2 | | 6 |
| 2761 | -3 | | 12 MVC-012S |
| 2762 | 3 | | 3 |















P RND 3 1

000005 mi

A central display area containing a gear selector panel and a digital odometer. The gear selector panel has a red 'P' indicator and the letters 'RND 3 1'. The digital odometer shows '000005 mi' in green.





P RND 3 1

000005

0

The gear indicator shows 'P' selected. The odometer displays '000005' in green. A red '0' is shown to the right of the odometer.



P0297 P0342

MORE DRIVING NEEDED TO COMPLETE TEST

FAIL

2

3

4

5

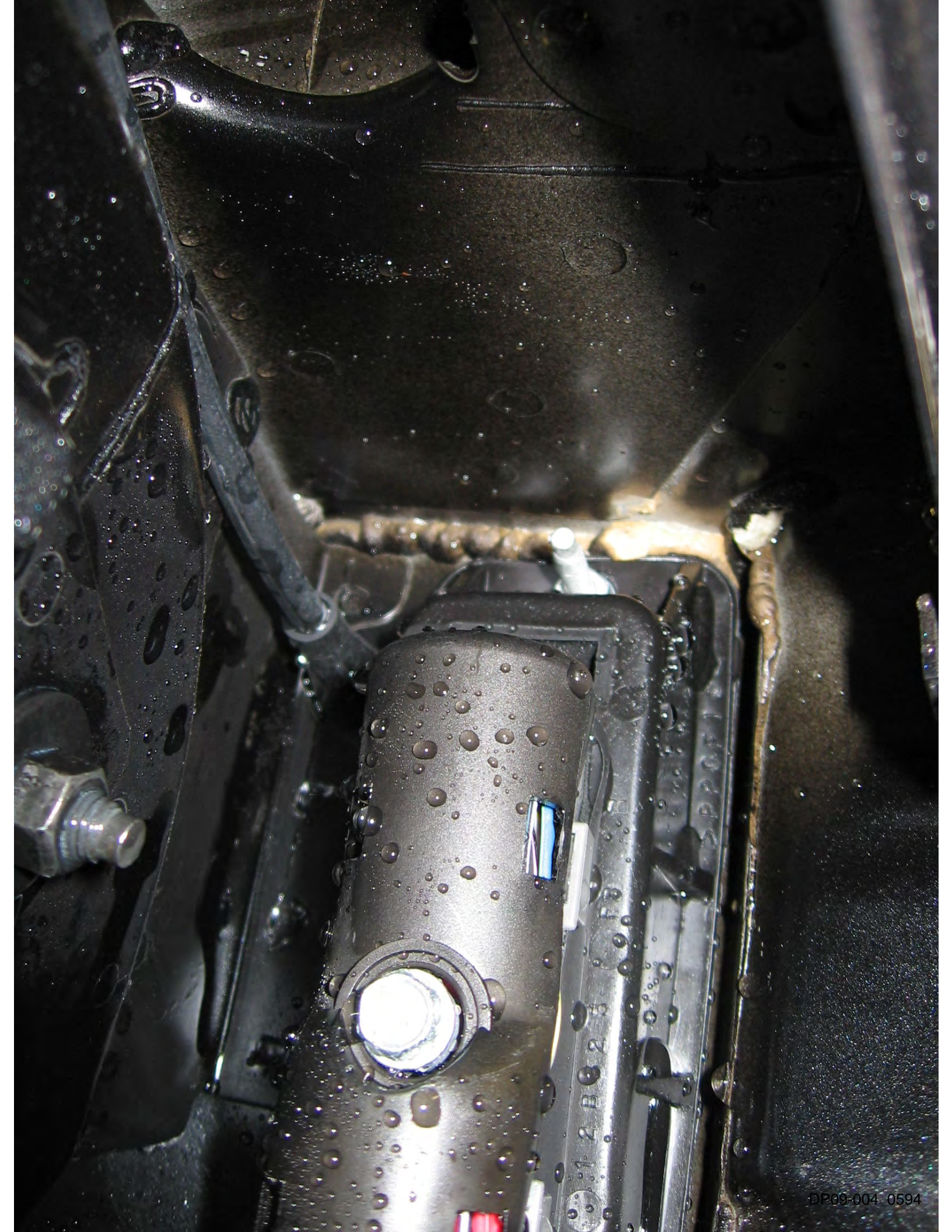
6

7

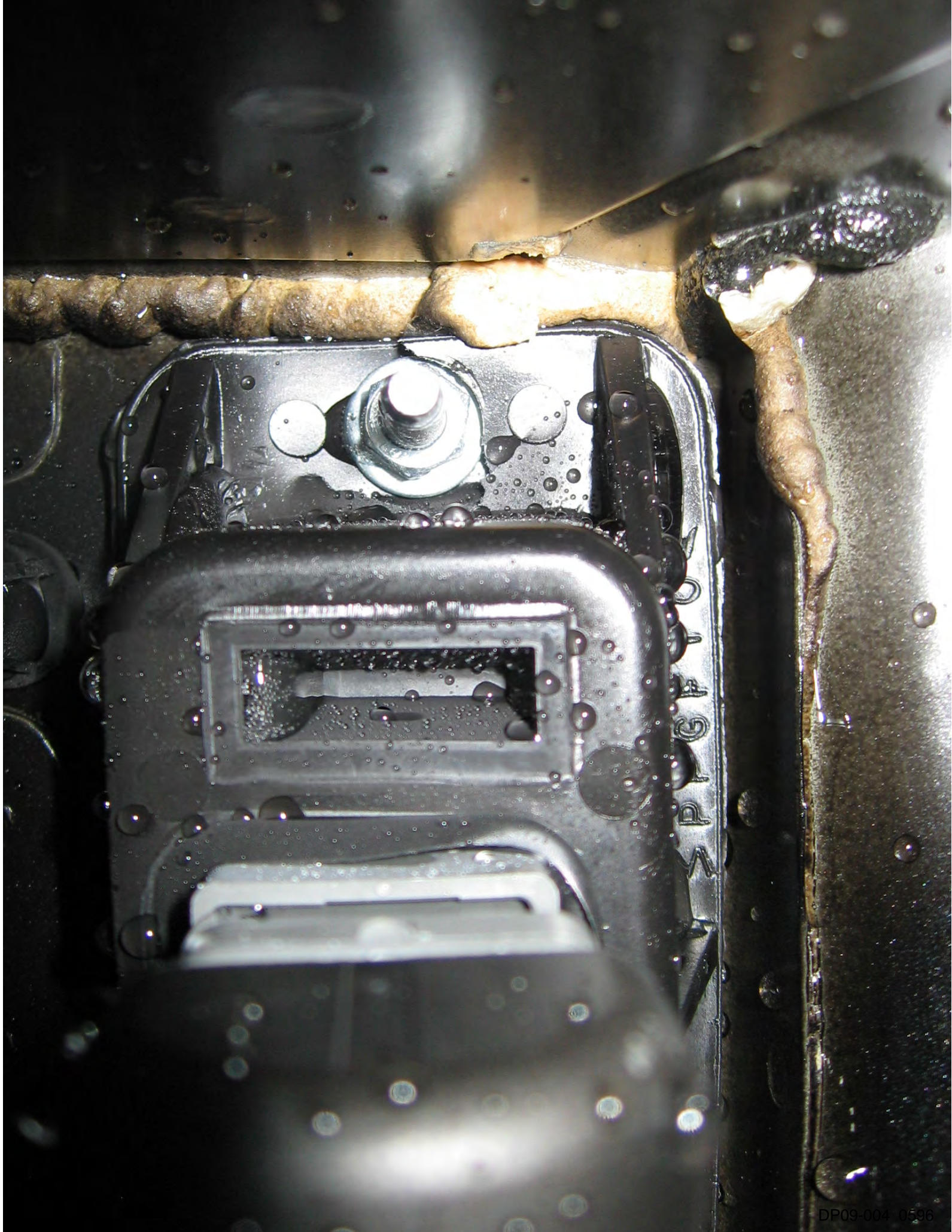
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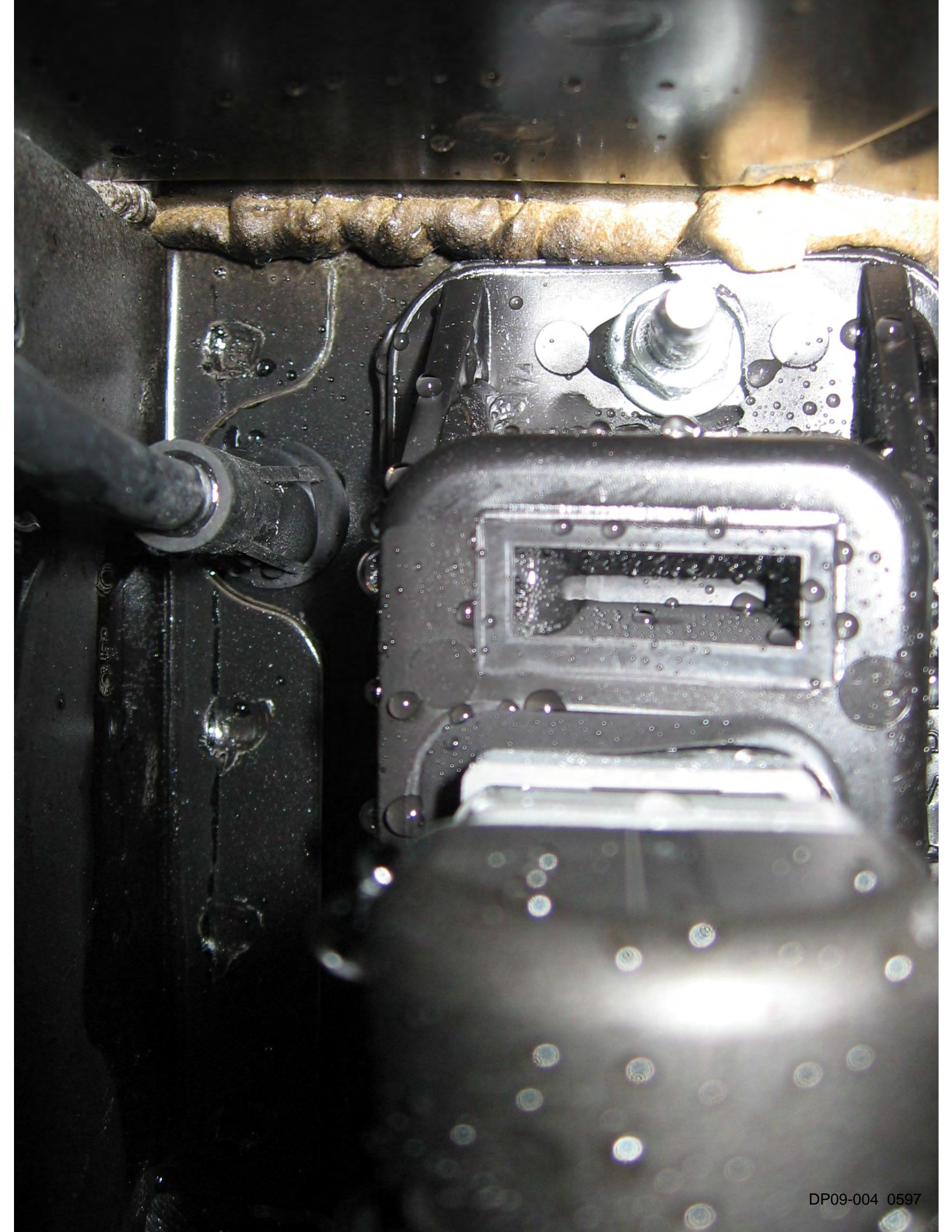
CANCEL





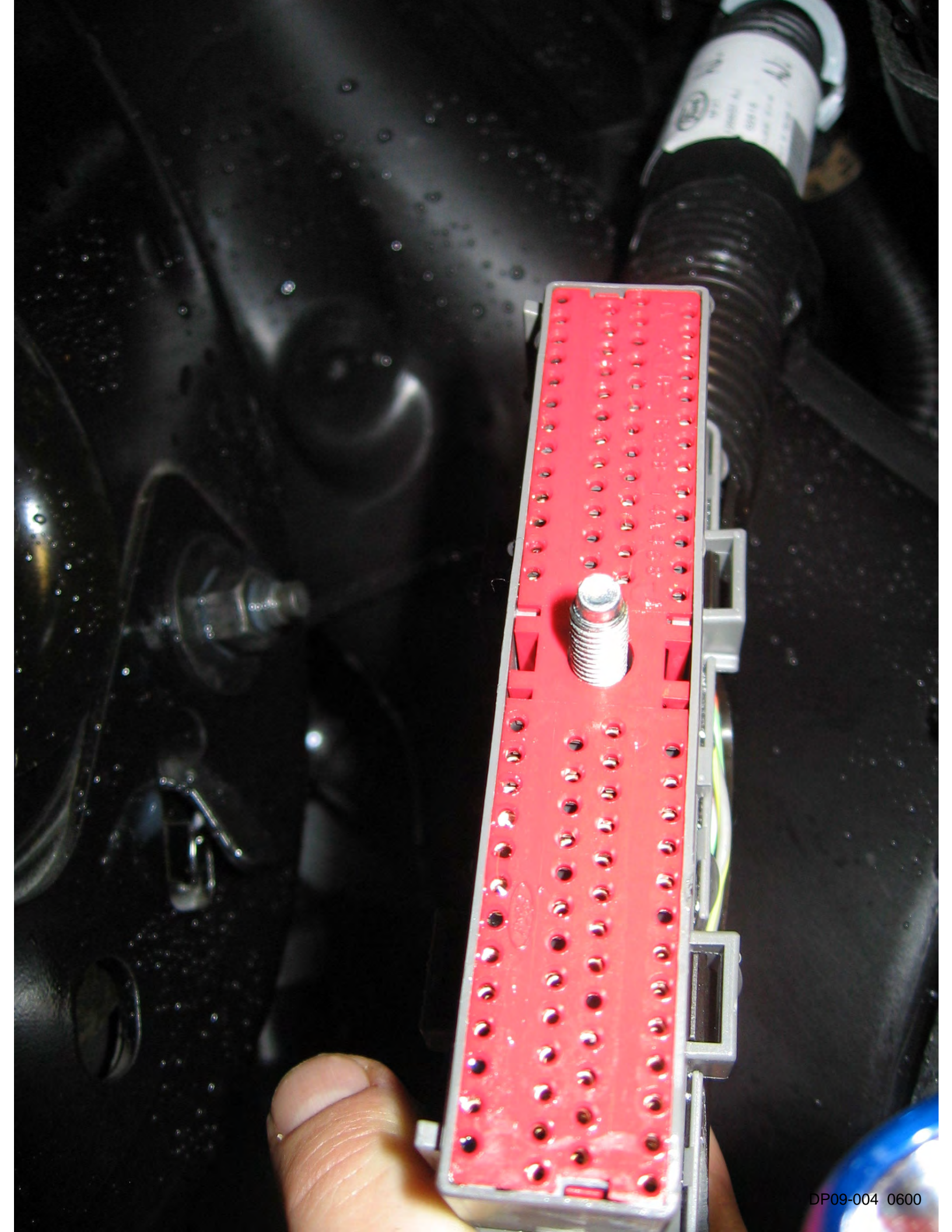






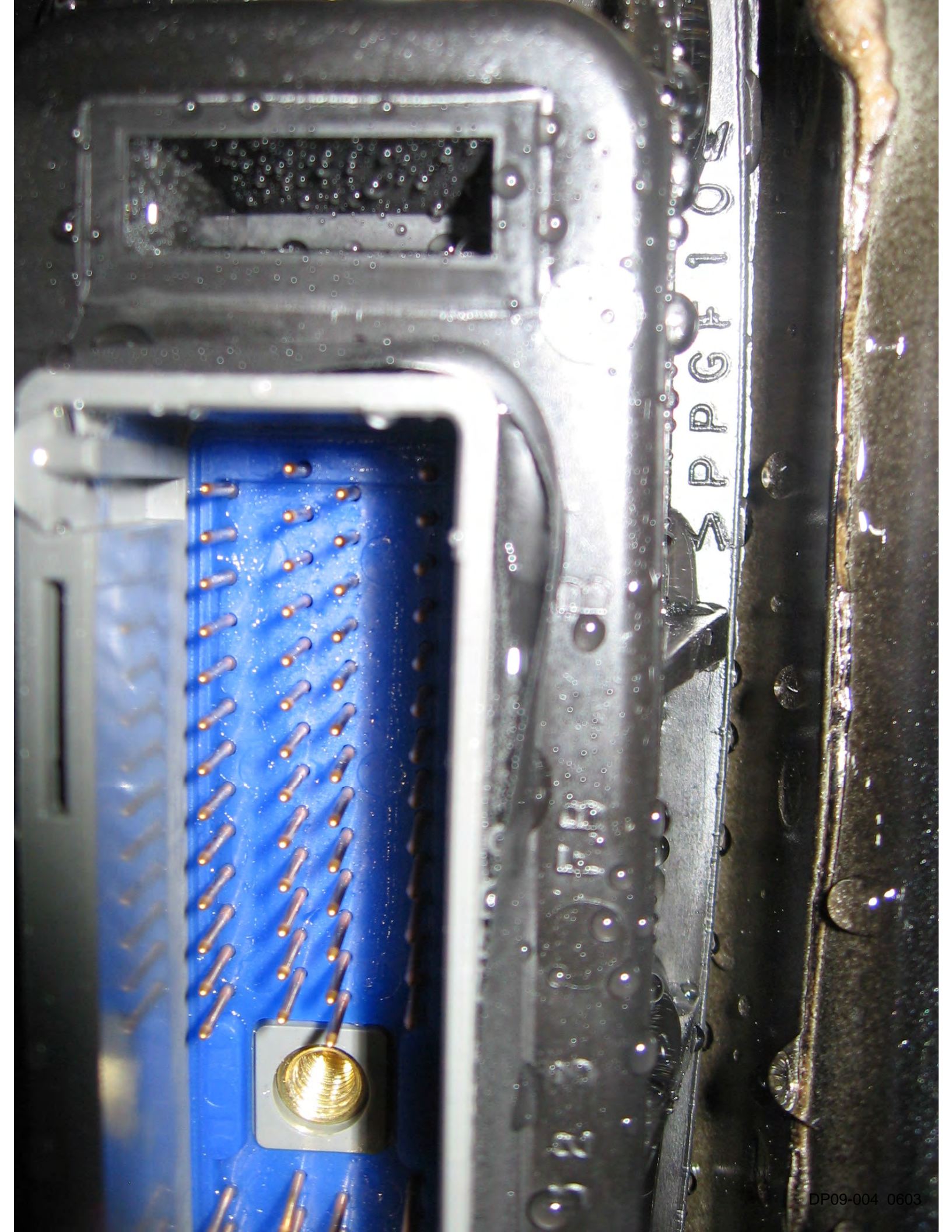
F5SB-14A464-AB
707 6C20A0 a









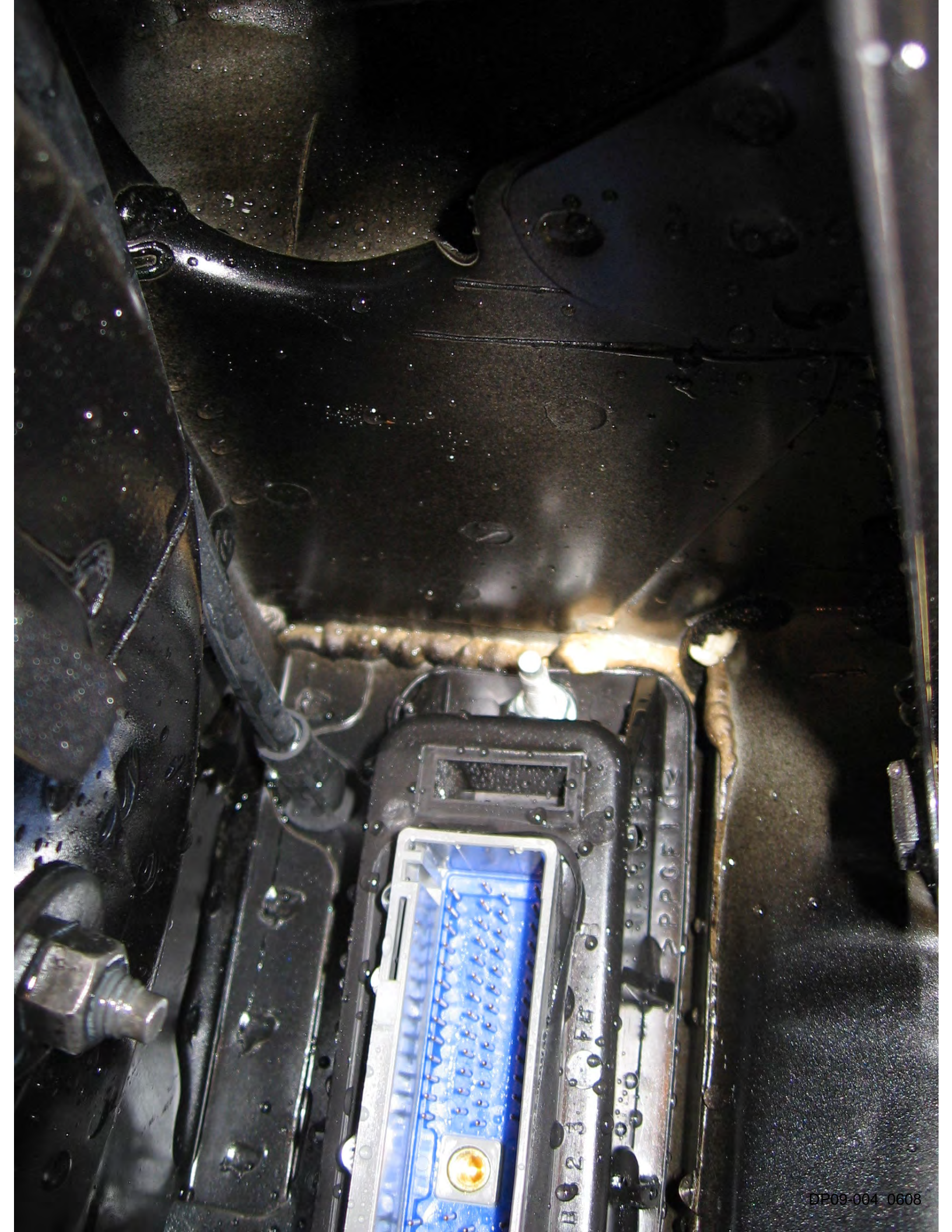








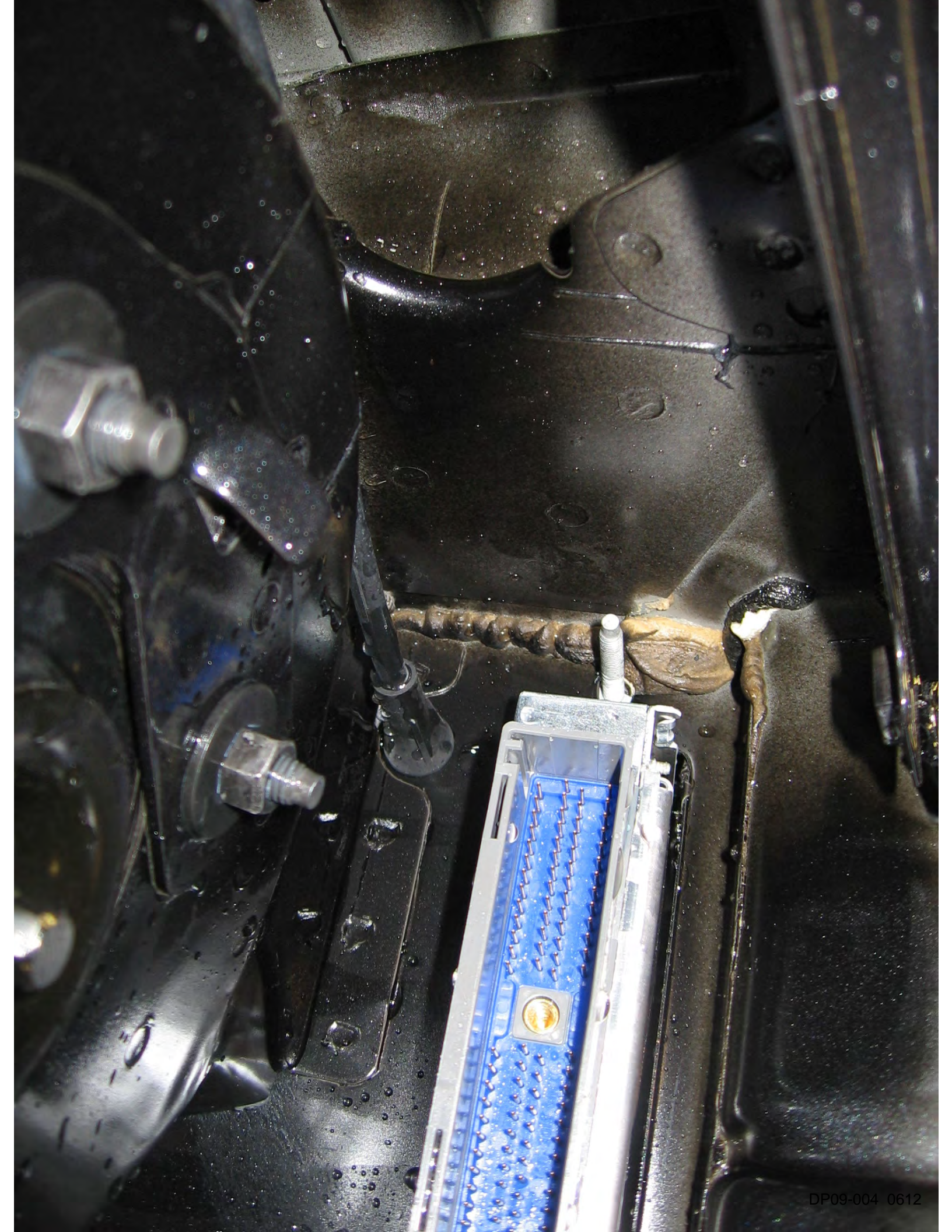




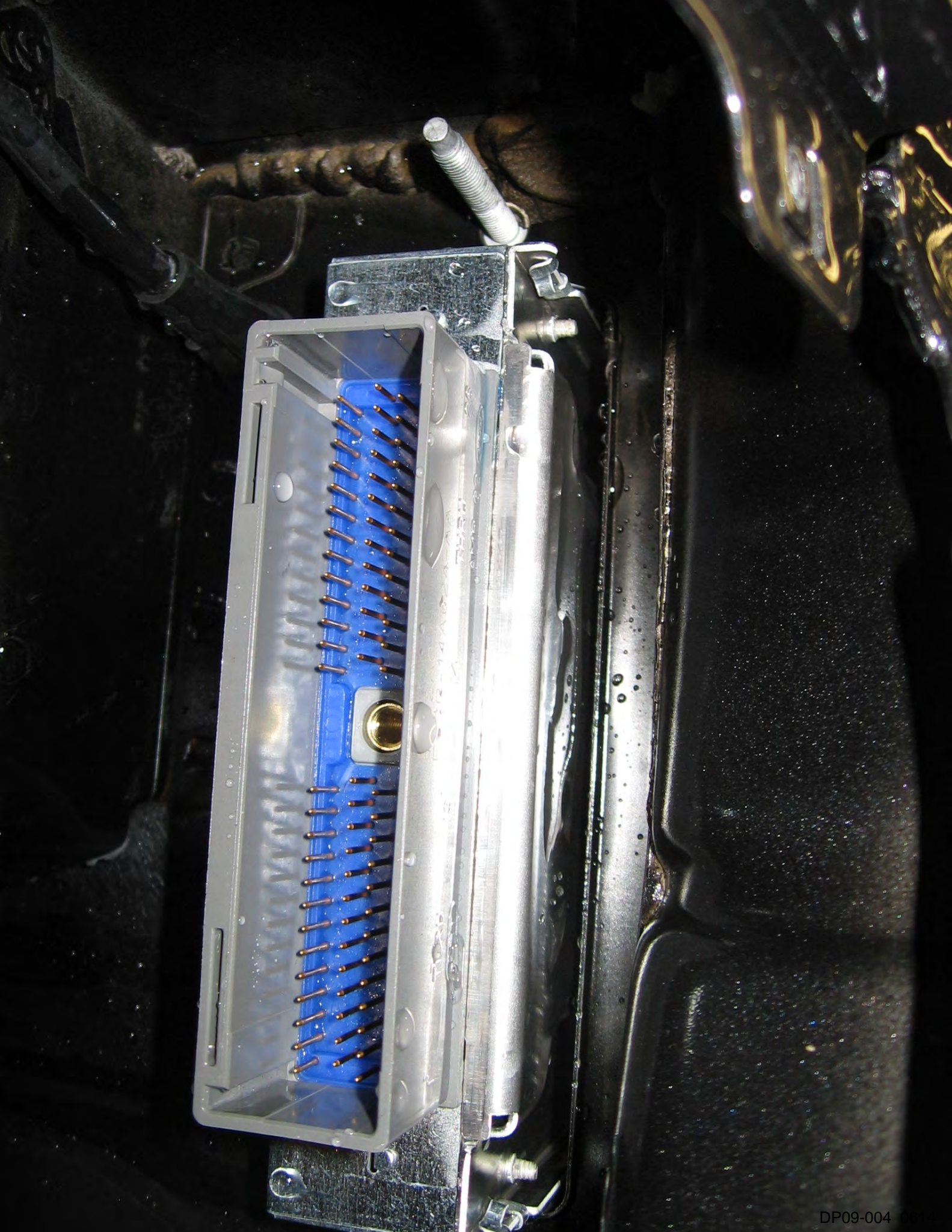






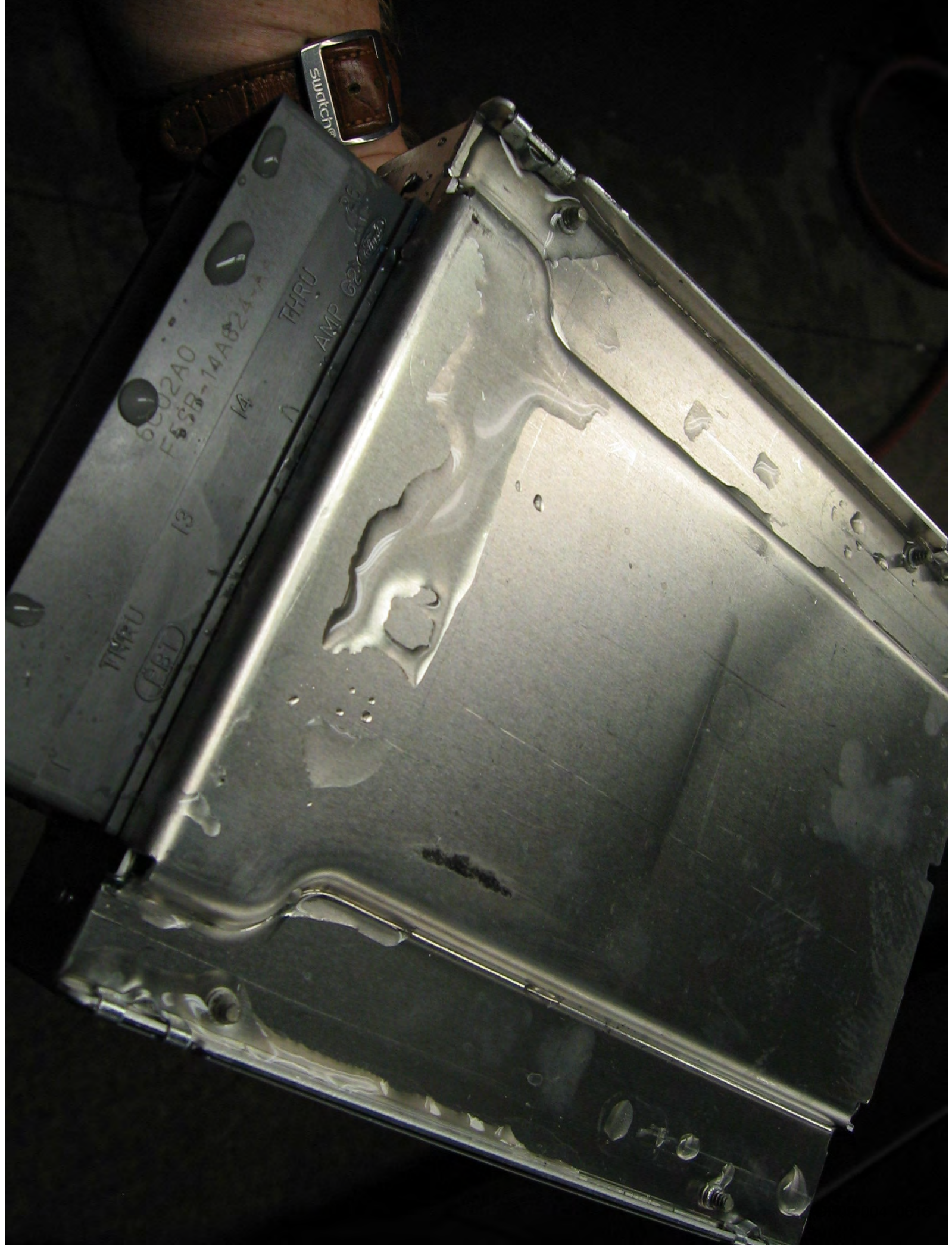








500240
5SB-14A624-AA



THRU

FBI

13

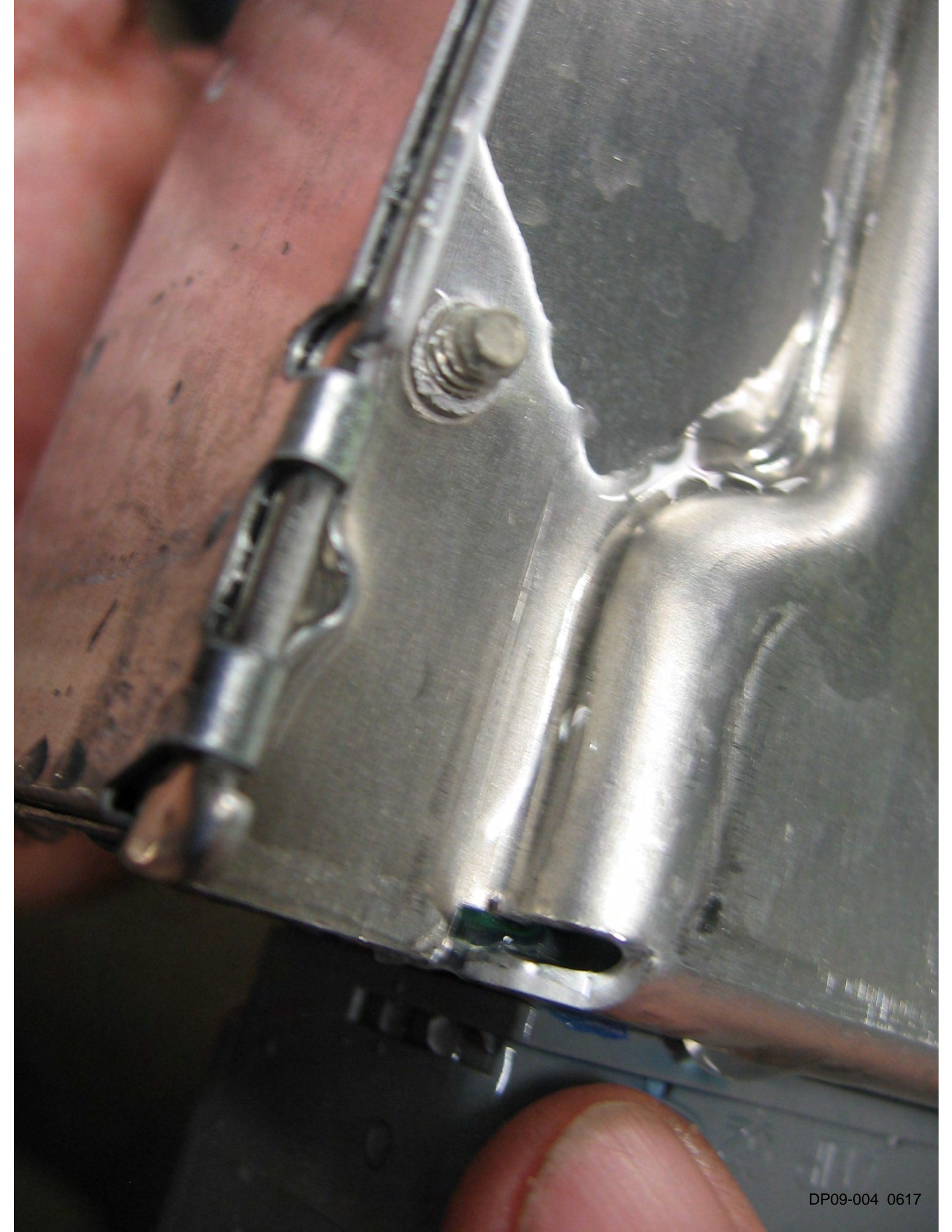
60022A0
FSSB-14A824-AA

14

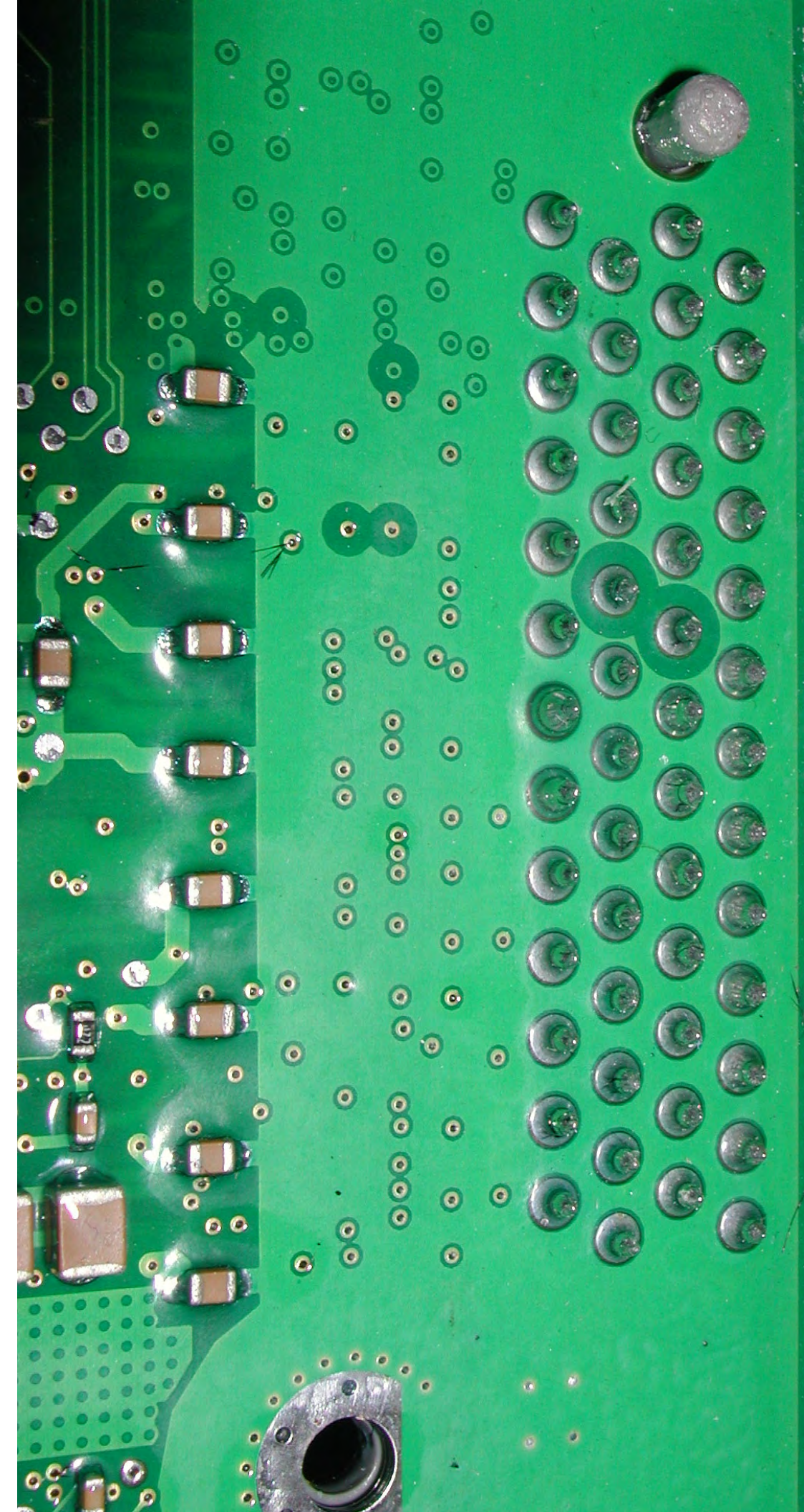
THRU

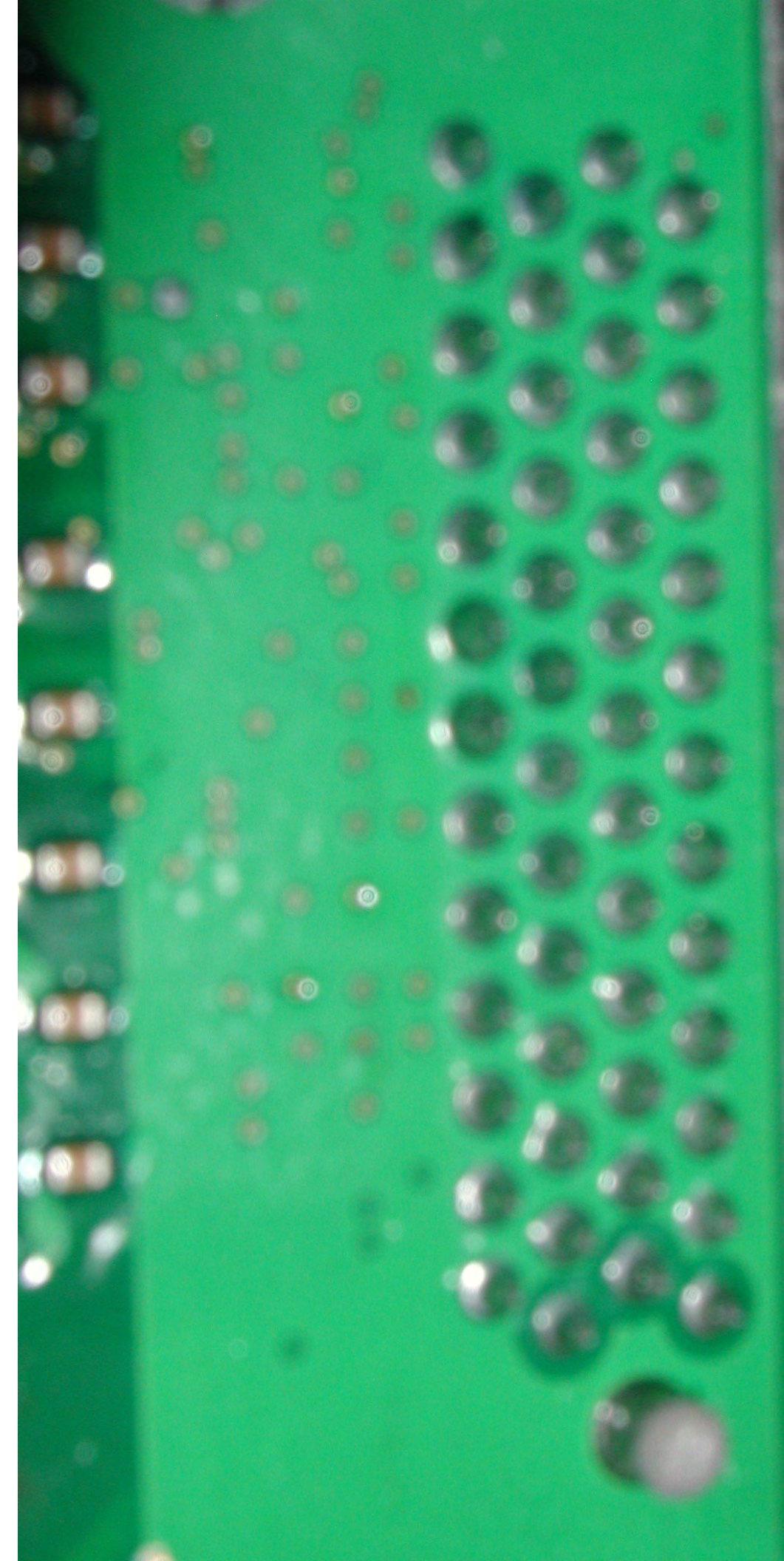
AMP 62

simbms















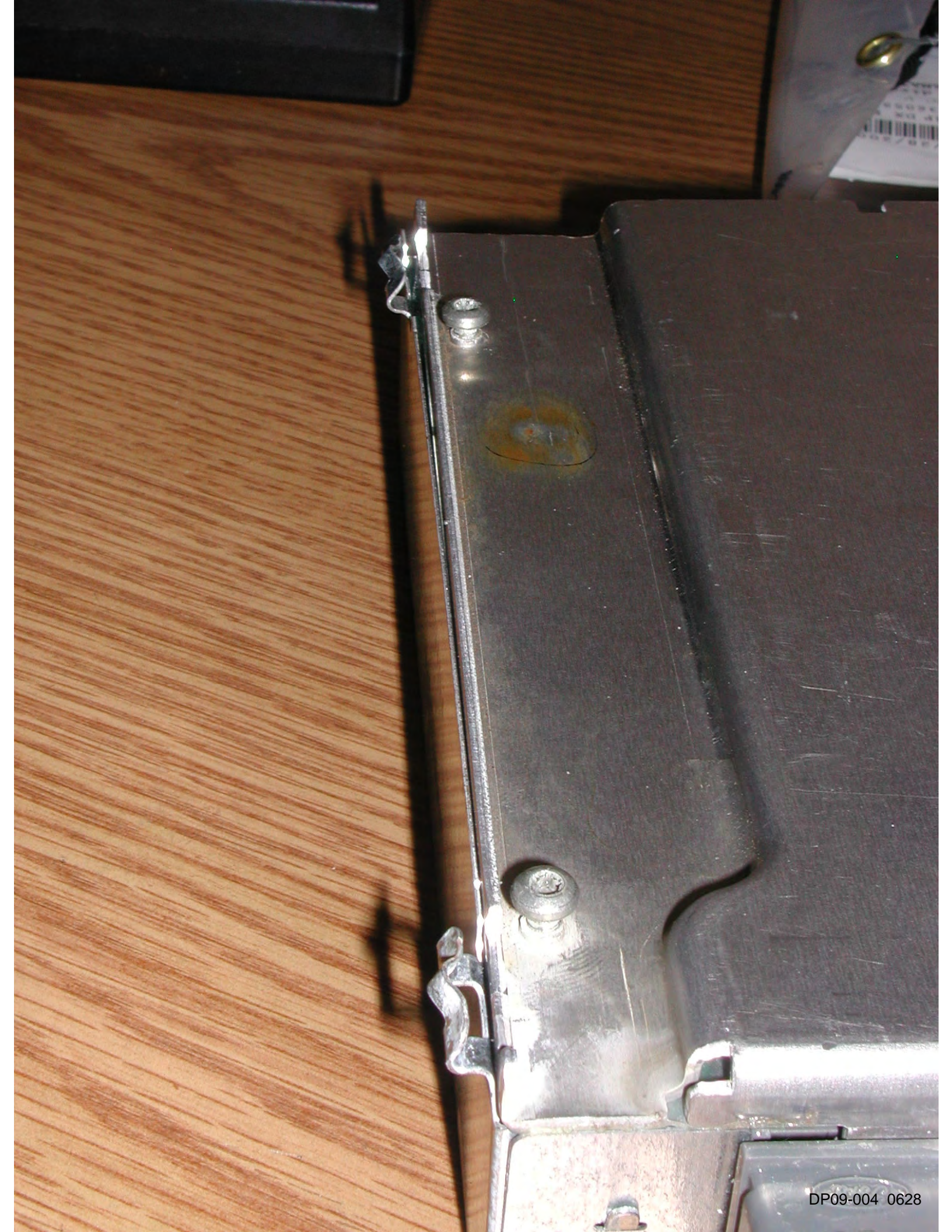
M Y _____
PATS I Y _____
DTC I N _____
KOEO I N _____
Kernel I N _____

036609









DP09-004 0628

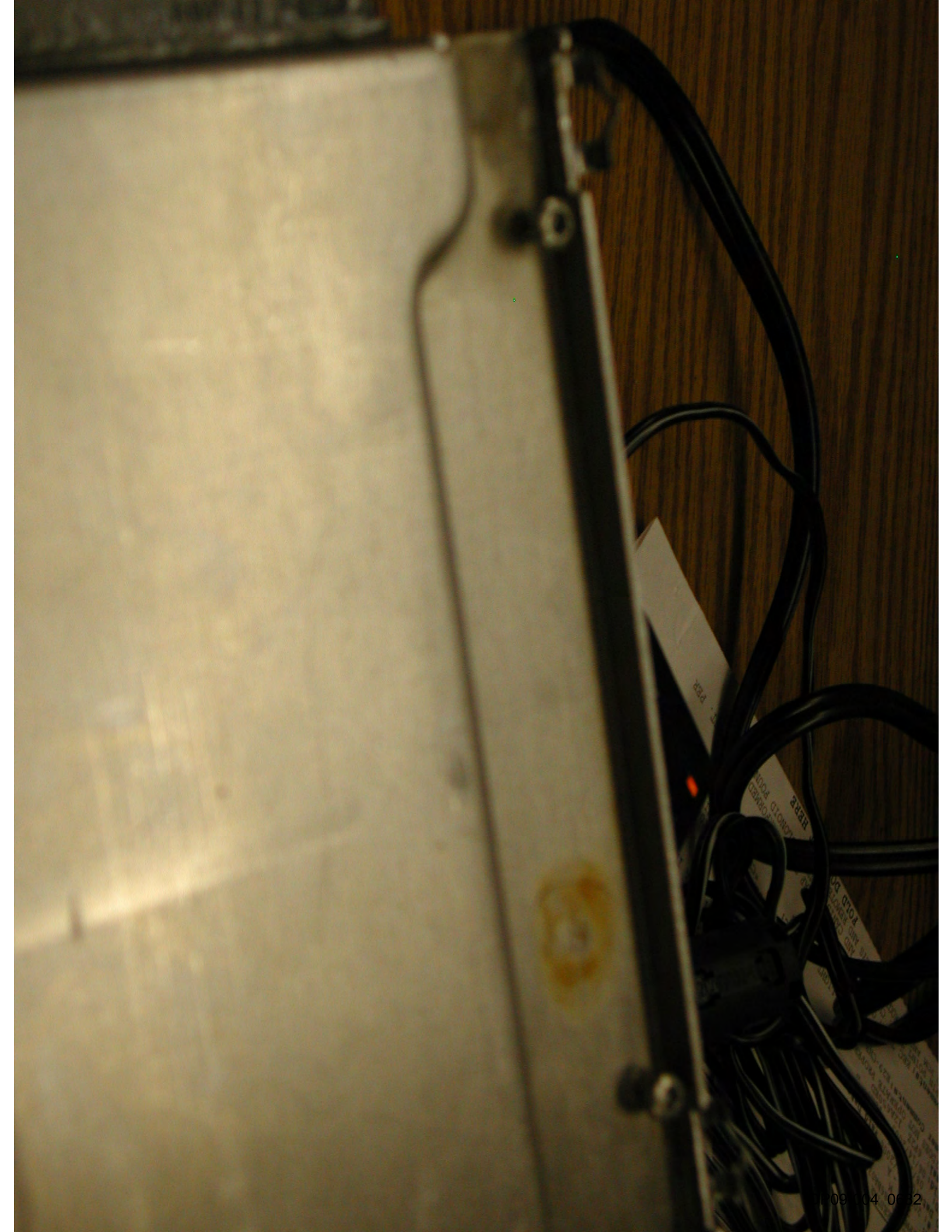
V22
6F2
6GZ
|||



08/28/20
:OCRP DX
REQ 3605
REC V
OLD 417



HRU
AMP B2
26



14

THRU

26

AMP 82





V229 MD1-F2604 5J29 **EKM3**
BF2Z-12A650-ED
BCZF02HA13-AB 100076-820



0366ea

Model 1000 1000 1000
Name: *Don't know*
M: *Don't know*
Date: *1/1*
Qty: *1*
K000: *1*
Kernel: *1*

V2229

MD1-F2604 5J29

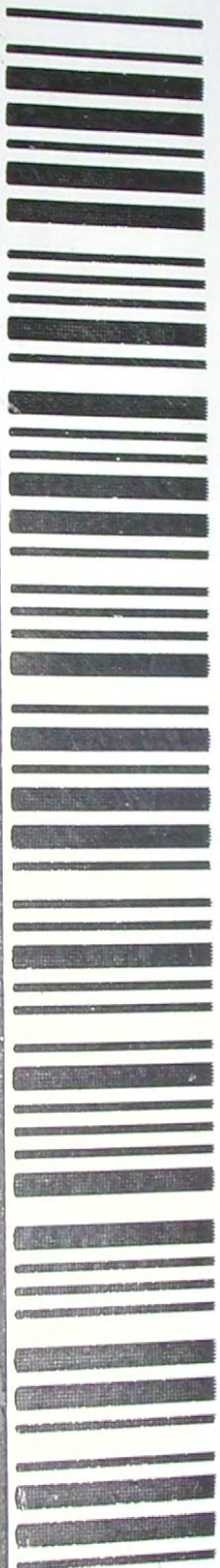
EKM3

6F22-12A650-ED

G

6GZF02HA13-AB

100076-820

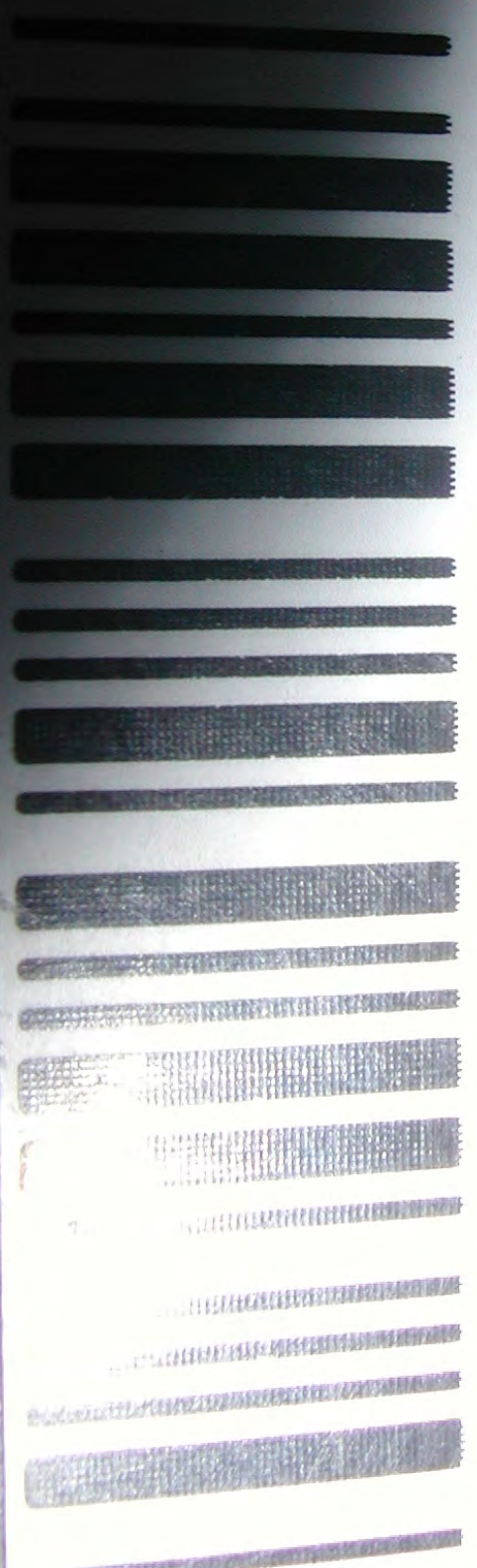


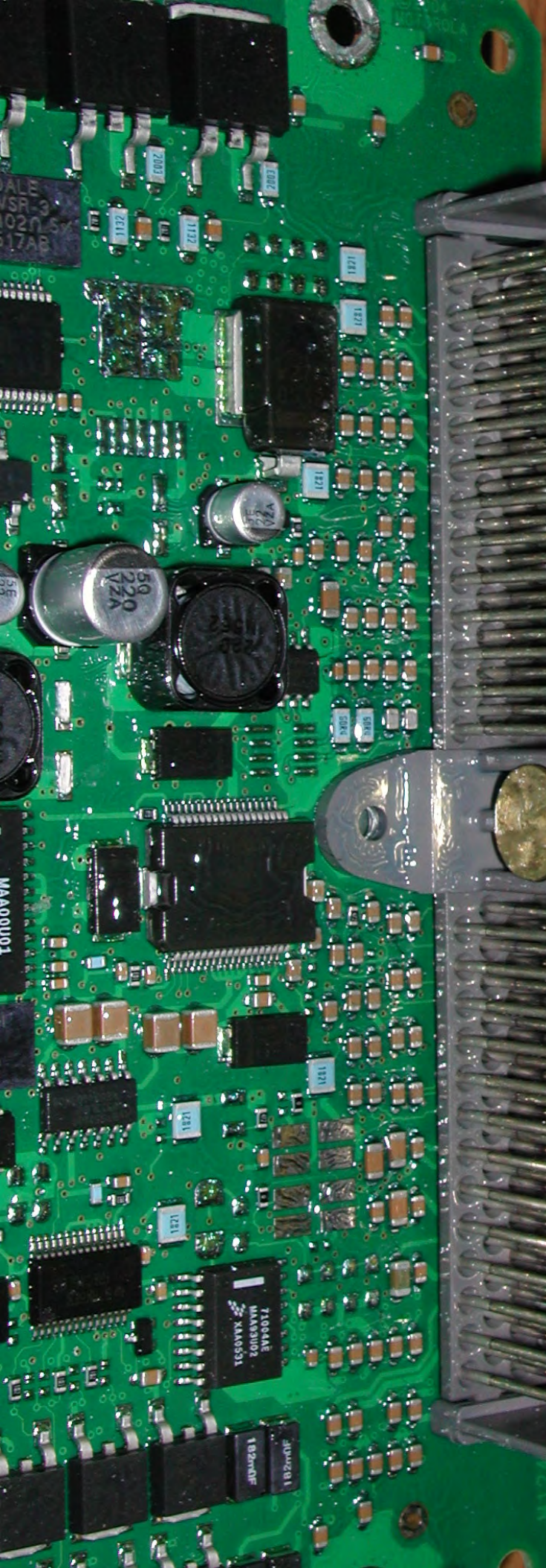
V229

MD1-F260


BF22Z-12A650-ED

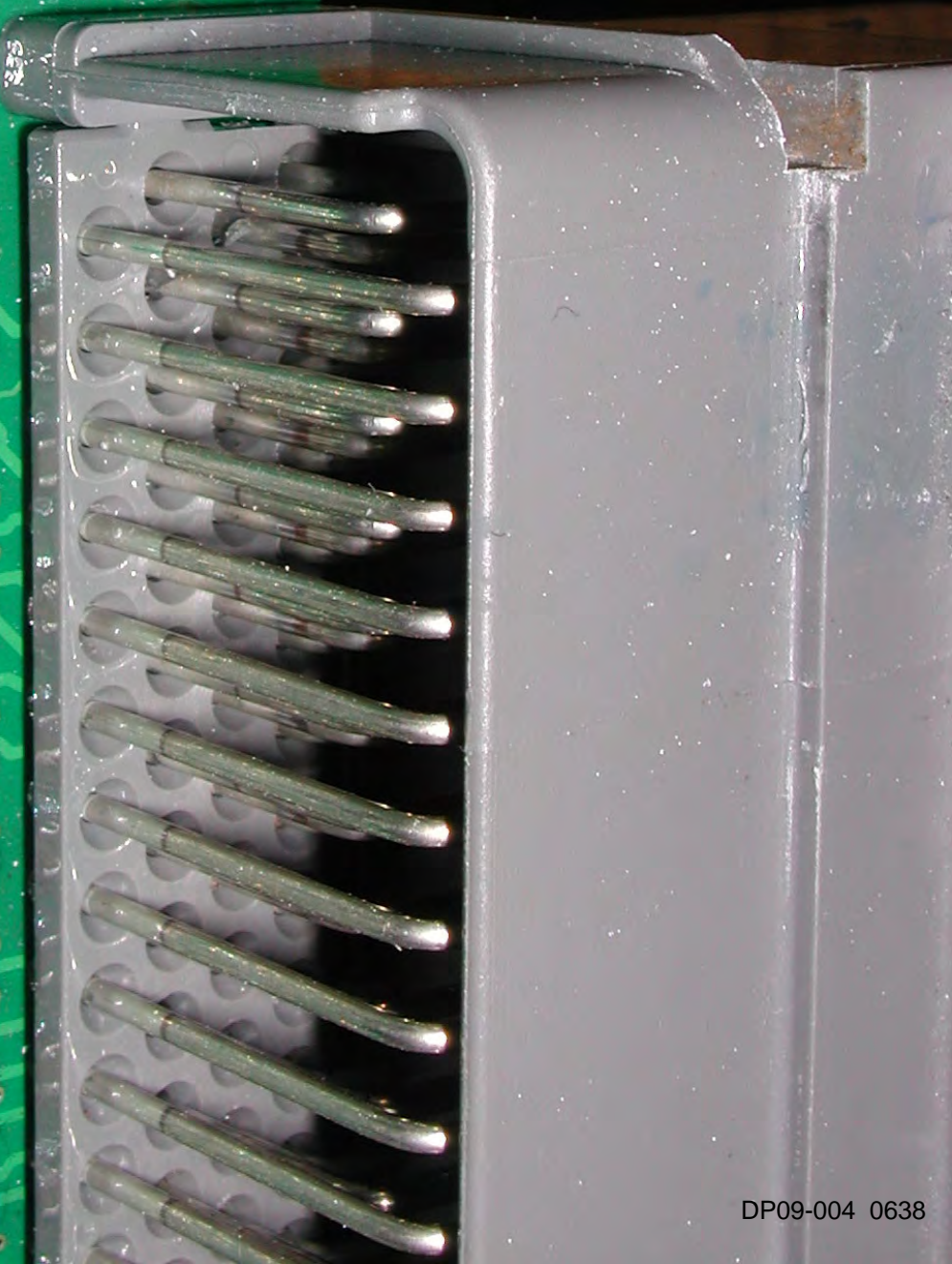
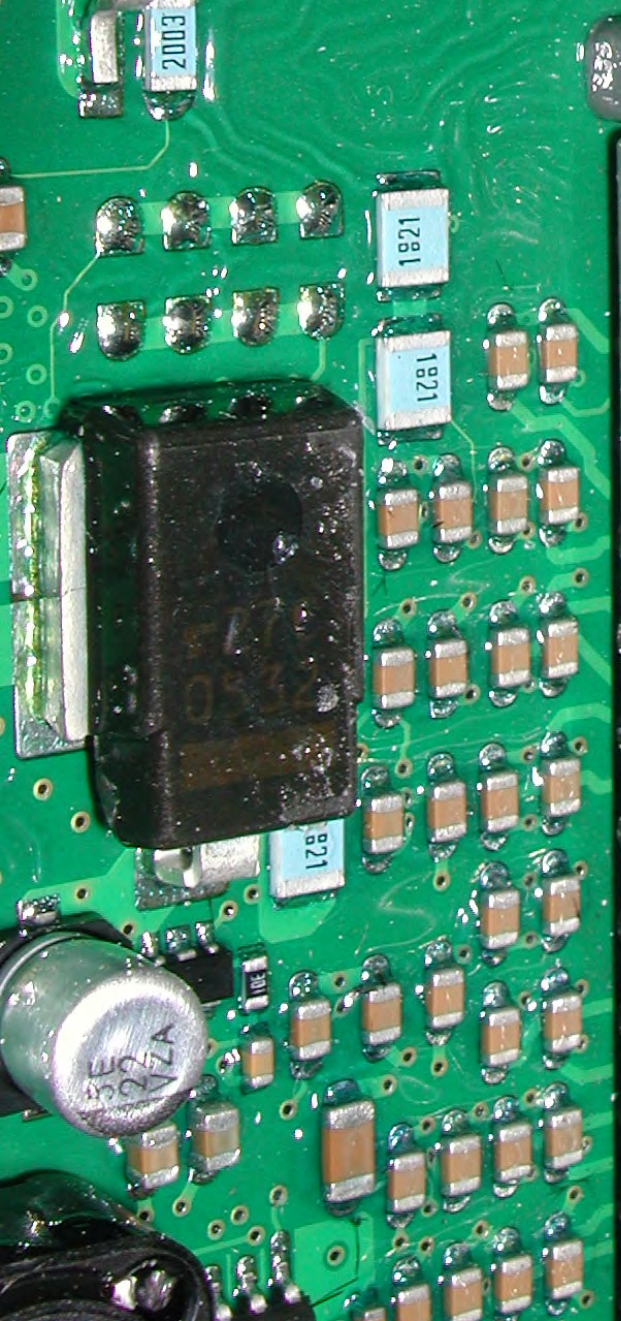
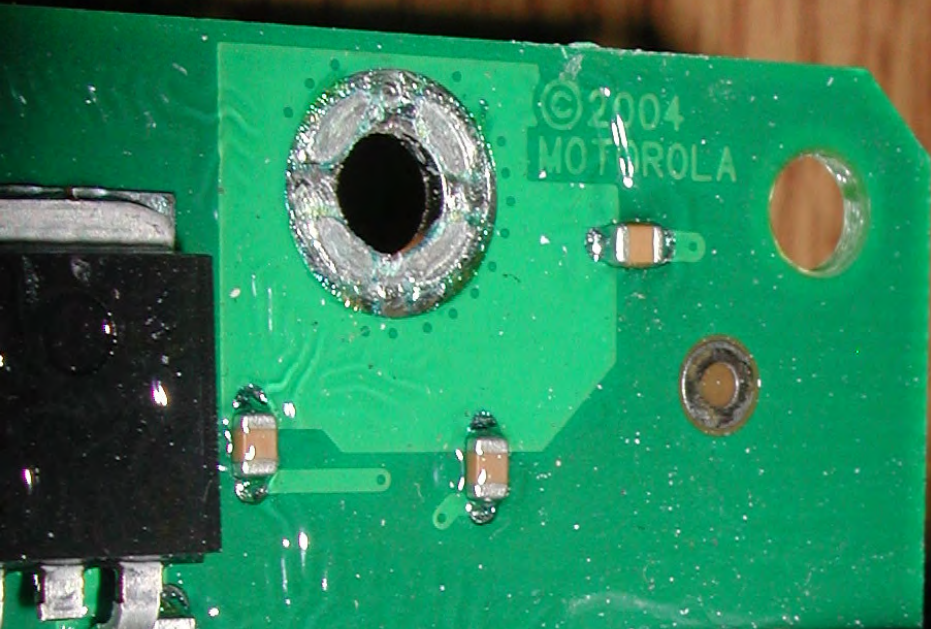
BGZF02HA13-AB





V229 MD1-F2604 5J29 **EKM3**
 6F22-12A650-ED
 6GZF02HA13-AB 100076-820







1821

1821

1821

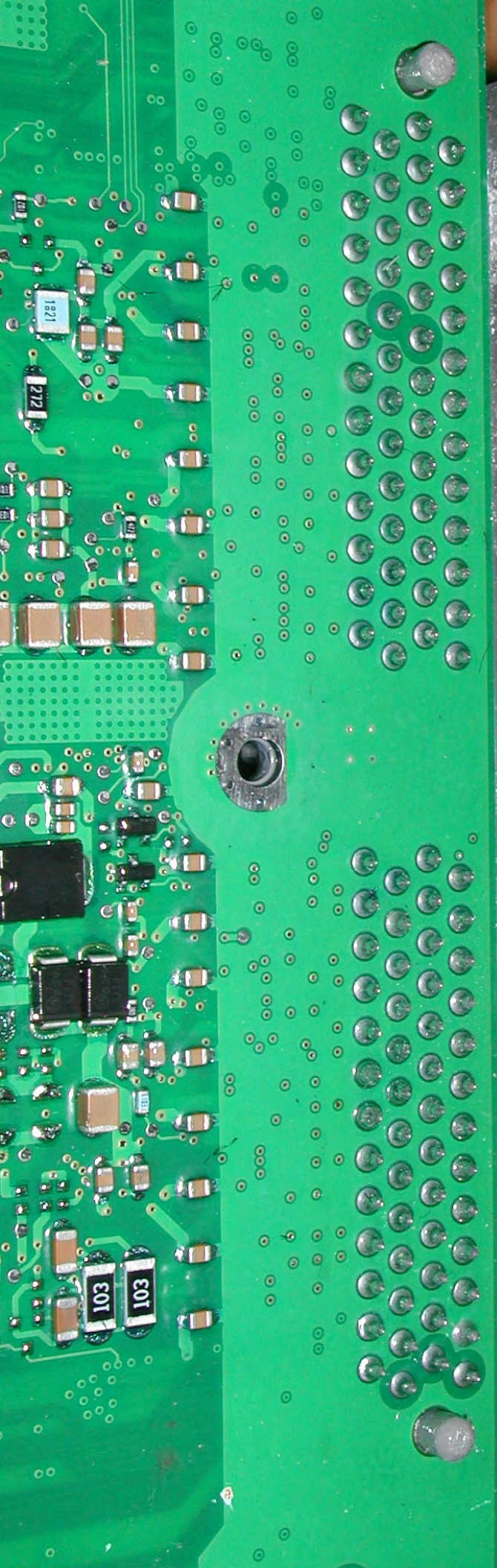
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MAA93U02
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182m0F
182m0F

182m0F
182m0F

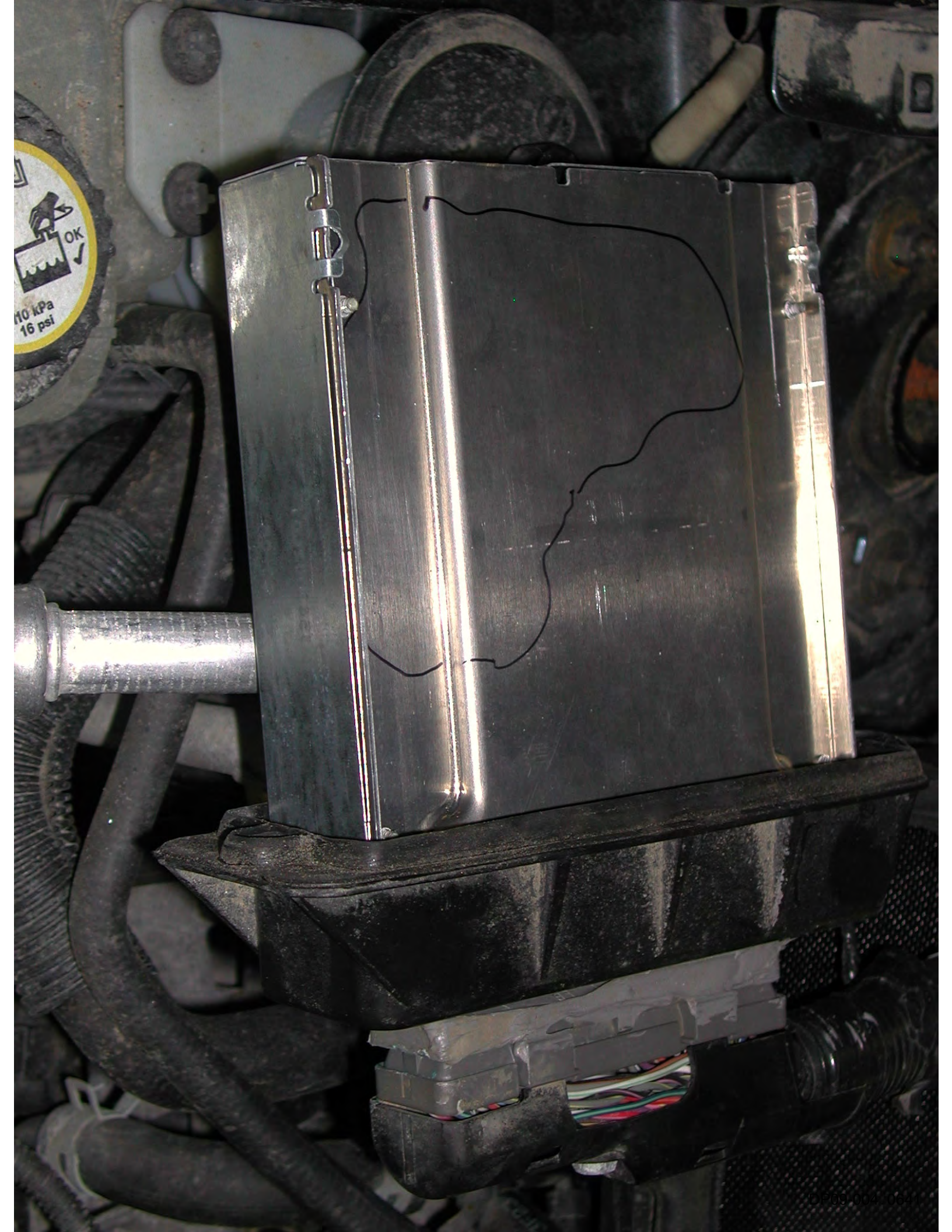
M1248





5G15A0
F5SB-14A624-AA





OK
10 kPa
16 psi

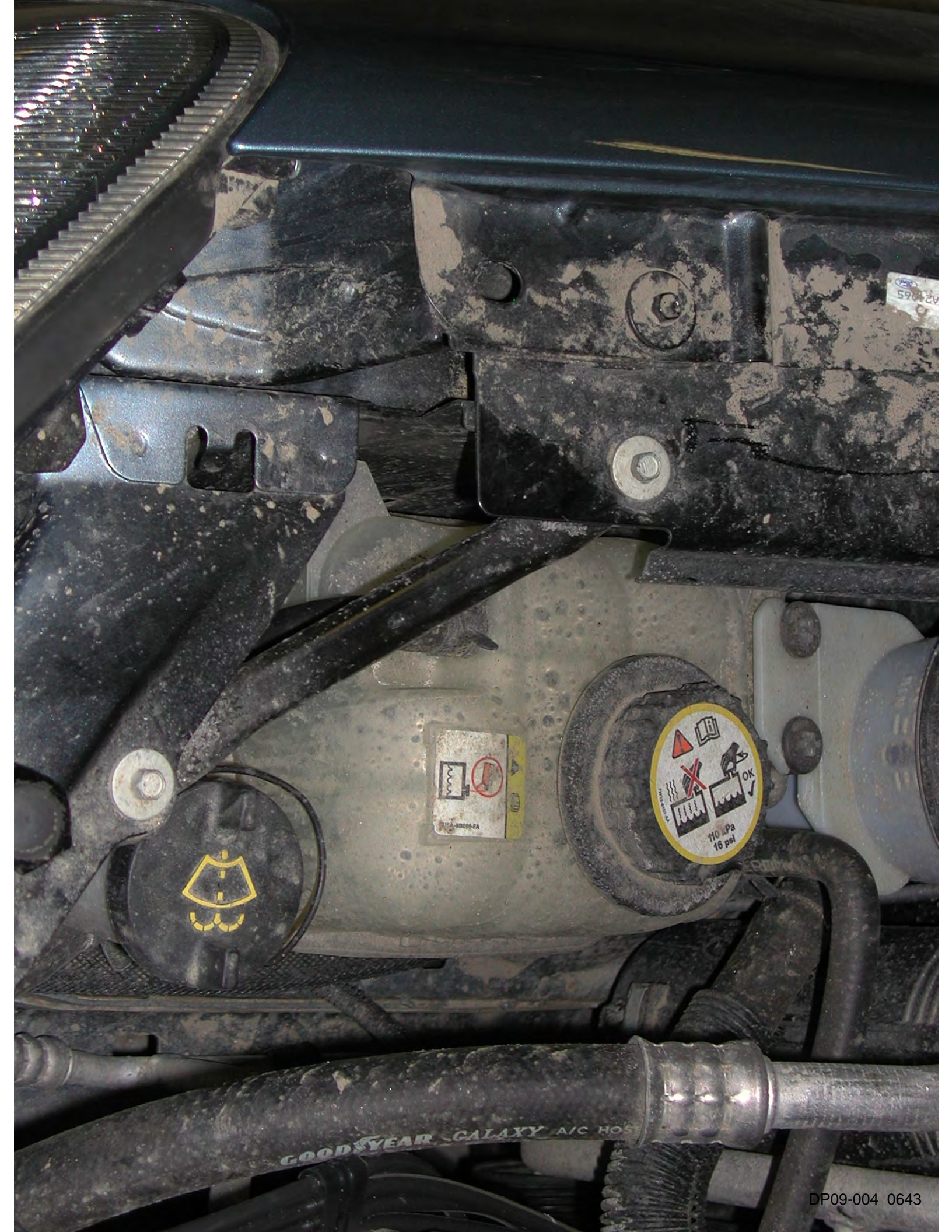


DESIGNER'S
ESCORT/INS
Ford

FOCUS V6
FORD



MICHIGAN
57M493
FED. MANUFACTURER
PLATE

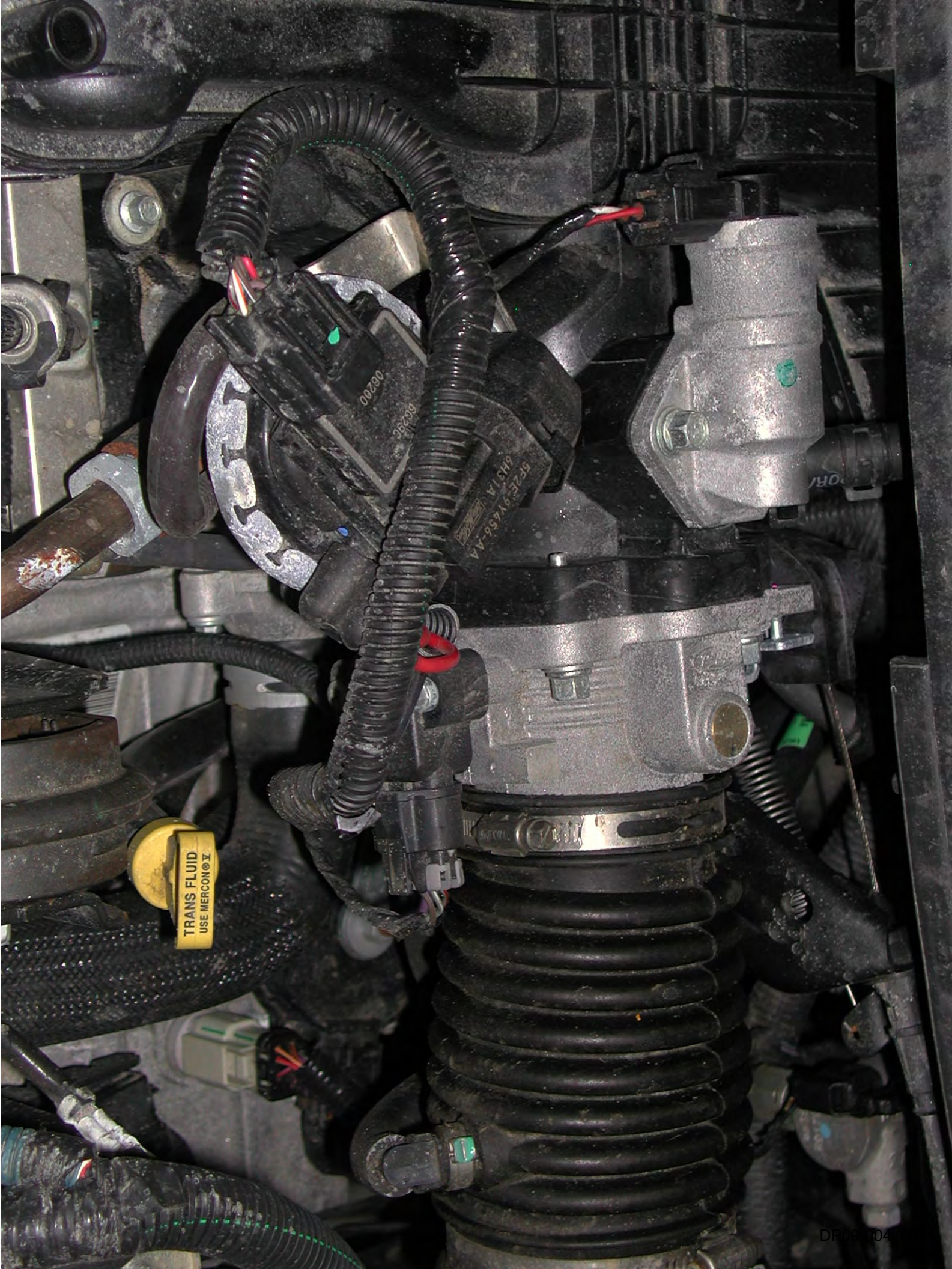


590129

WVA-80099-FA

NO SPARK
16 psi

GOODYEAR GALAXY A/C HOSE

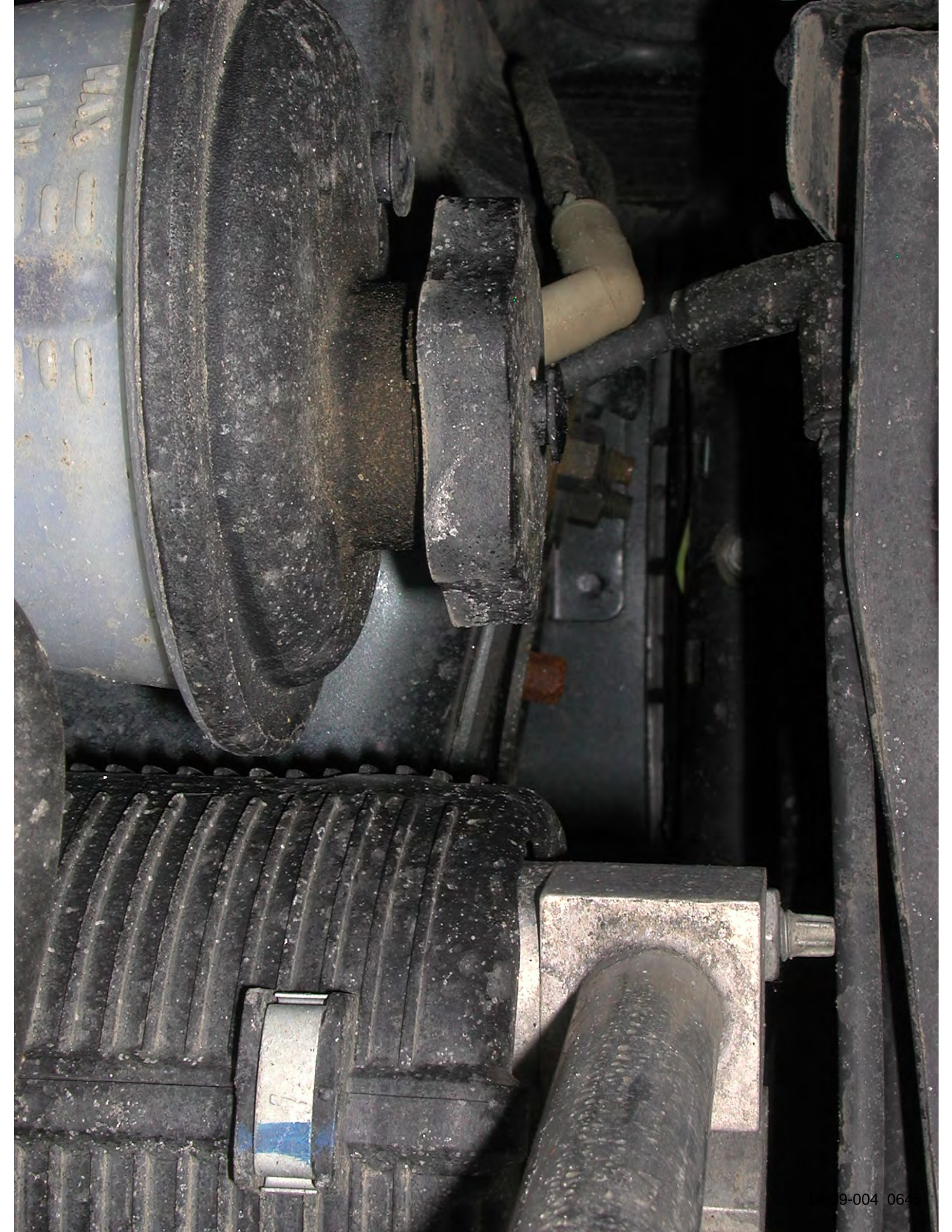


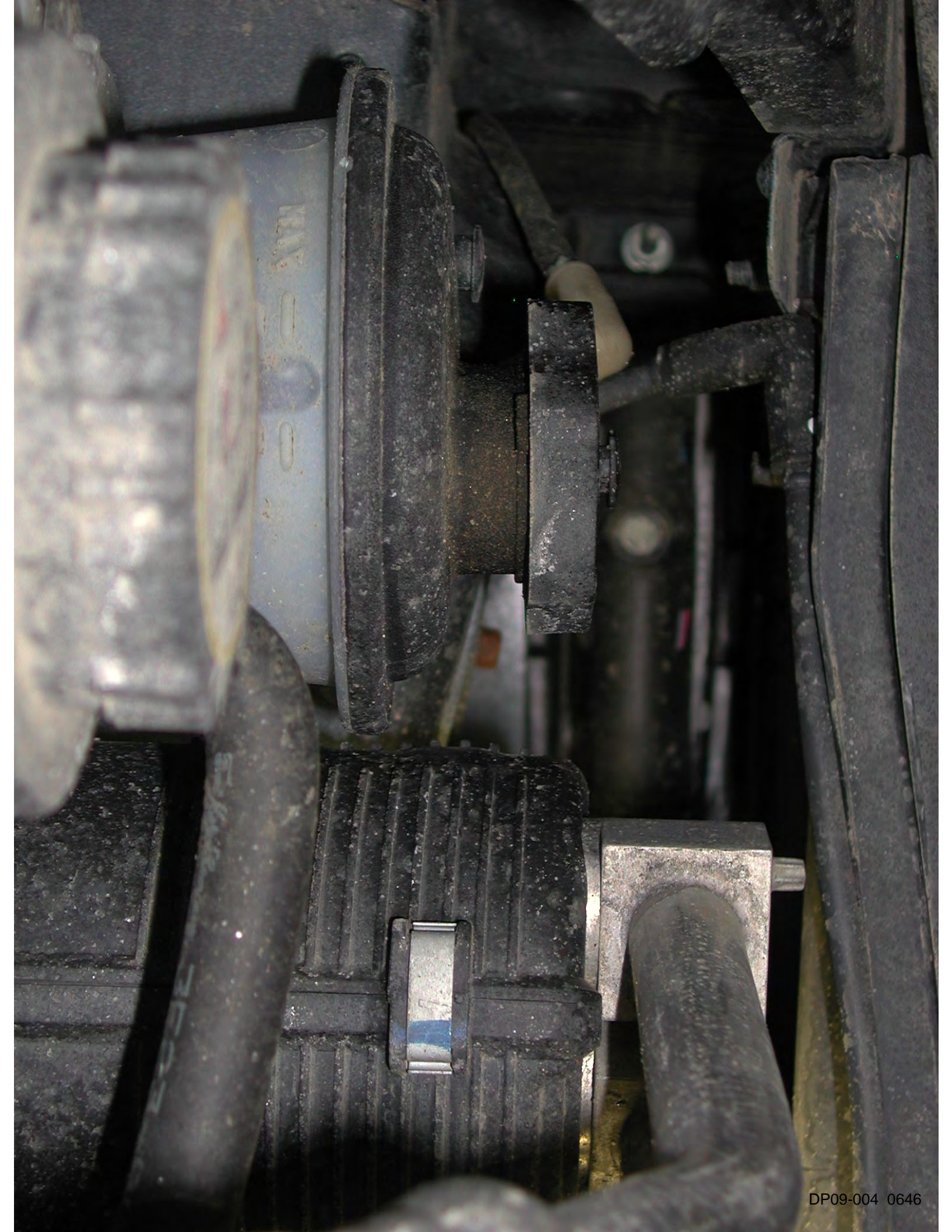
00200

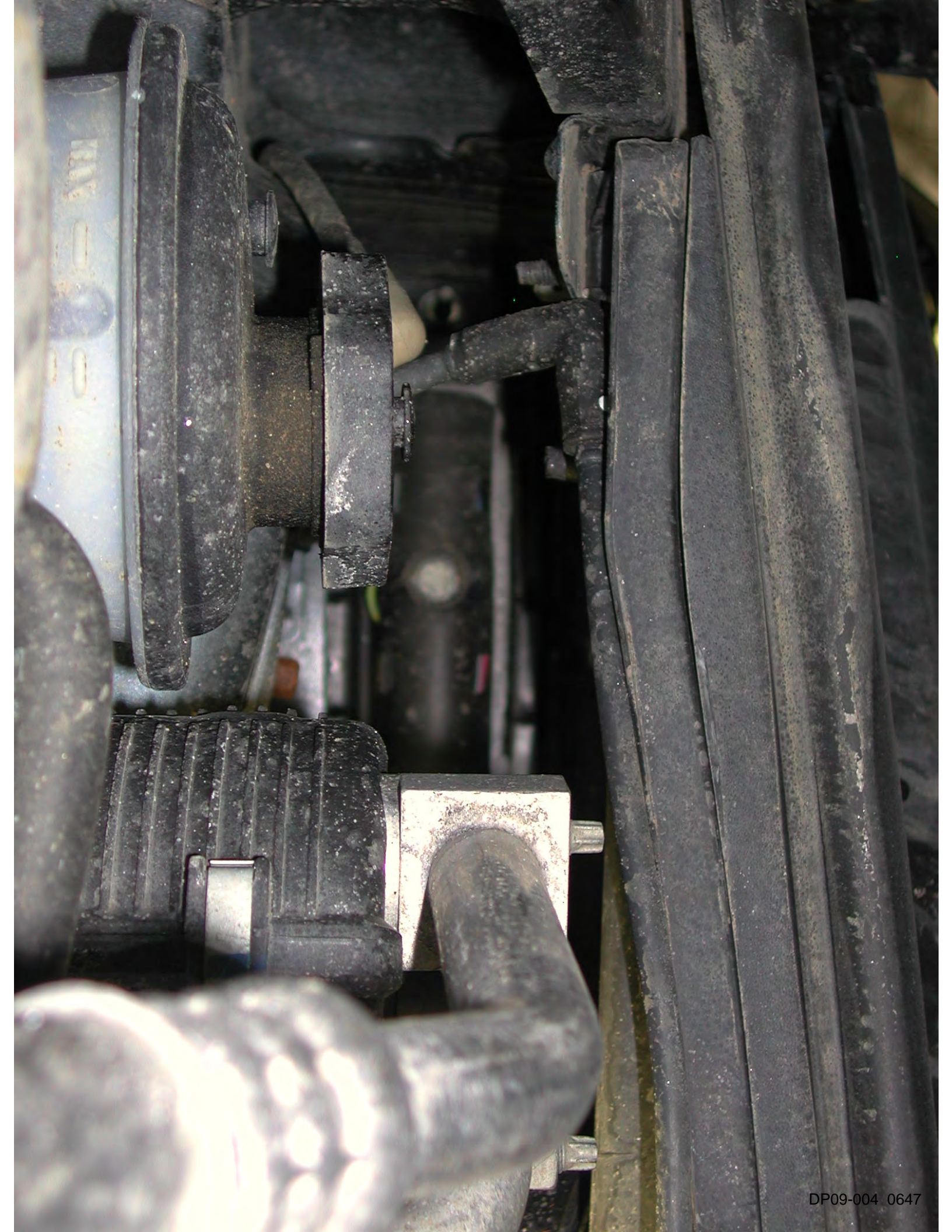
65290

65290 91456-44
6H31A

TRANS FLUID
USE MERCON V











Ford Motor Company
VEHICLE EMISSION CONTROL INFO

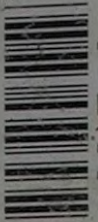
This vehicle conforms to U.S. EPA regulations applicable to 2007 model year new light-duty trucks. OBD II certified.

TWC/HO2S/EGR/SFI

Adjustments: Spark Plug Gap: See Spec Book.
No other adjustments needed.

▽7W7E-9C485-

PDA



CATALYST

4.2L-Group: 7FMXT04.22EC
Evap: 7FMXRR0205GBL

Vacu
TO
FUEL
TANK

Ford Motor Company
VEHICLE EMISSION CONTROL INFORMATION

forms to U.S. EPA regulations applicable to new light-duty trucks. OBD II certified.

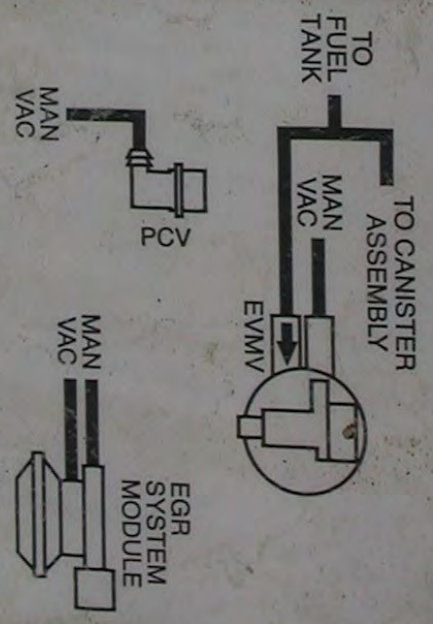
TWC/HO2S/EGR/SFI

Spark Plug Gap: See Spec Book.
 gaskets needed.

CATALYST

4.2L-Group: 7FMXT04.22EC
 Evap: 7FMXRR0205GBL

VACUUM HOSE ROUTING



5279

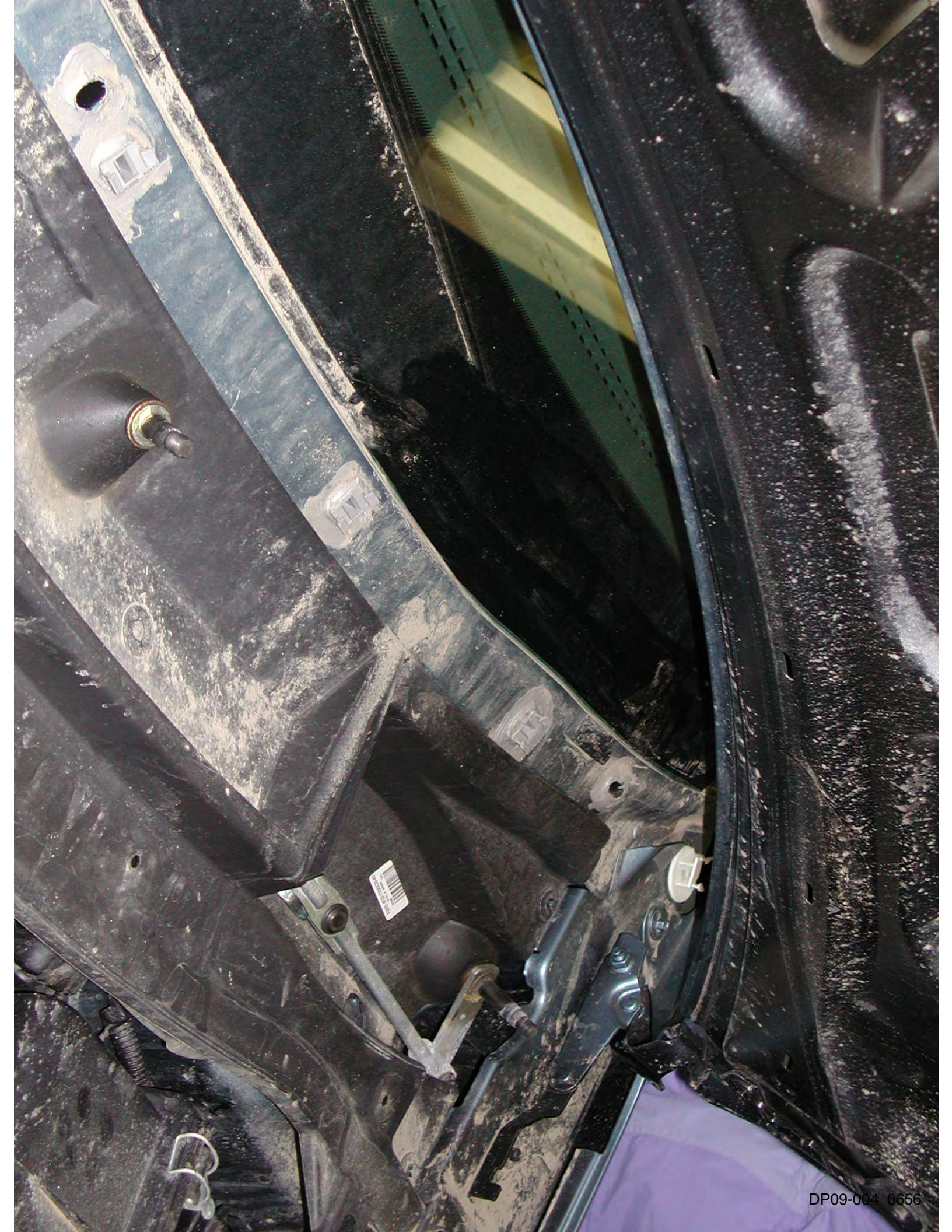
2FMZAS0247D



F G C G 8 V 3







Small white label with a barcode and illegible text.

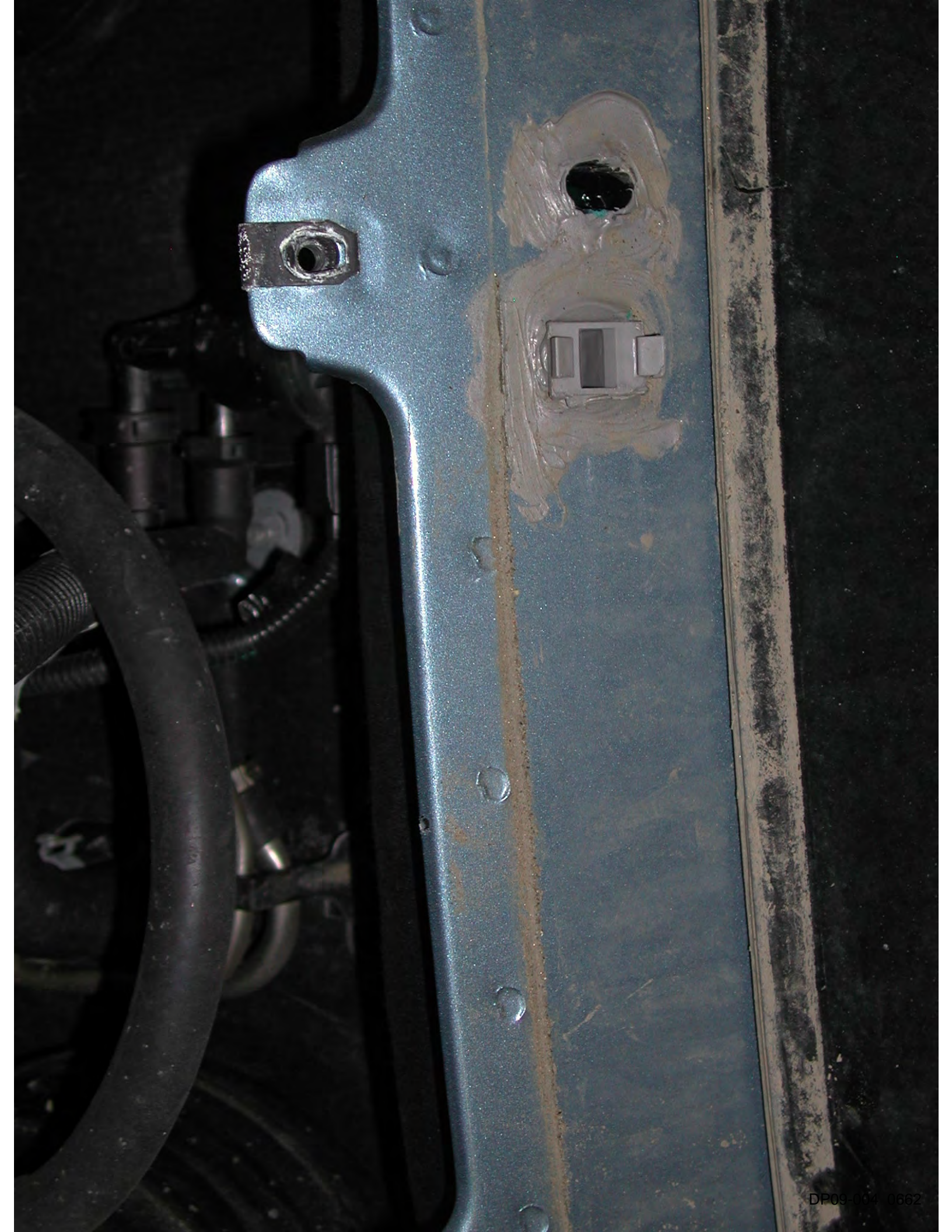




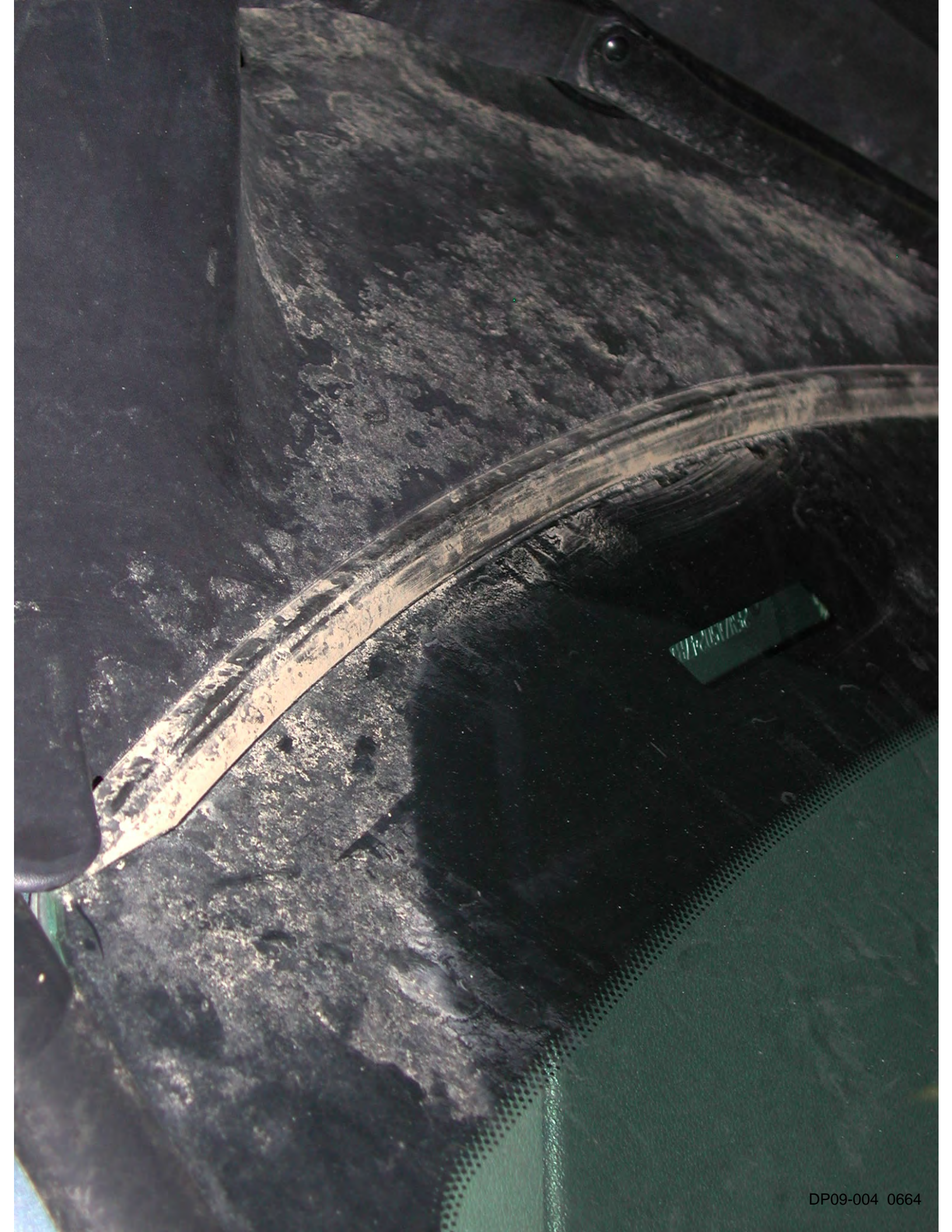












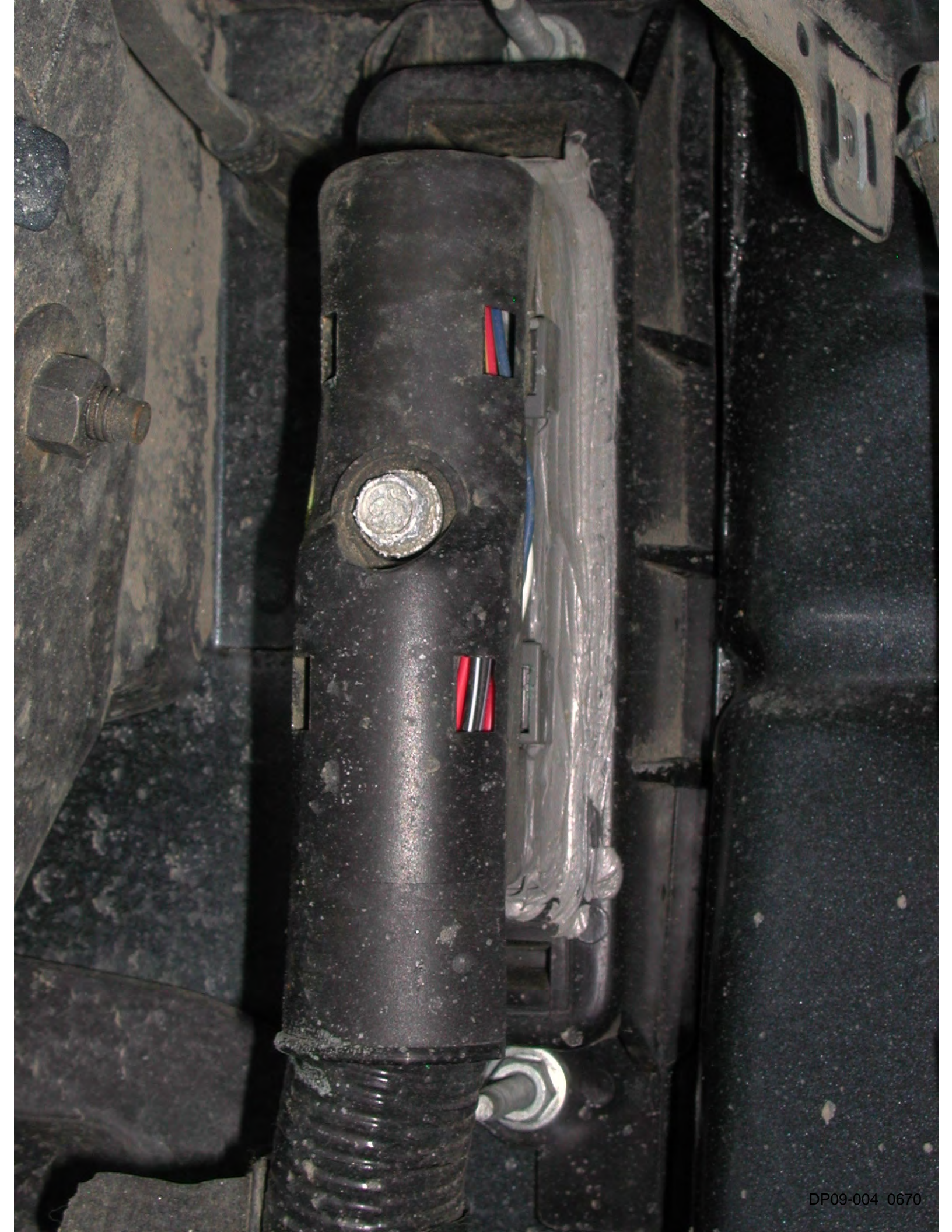




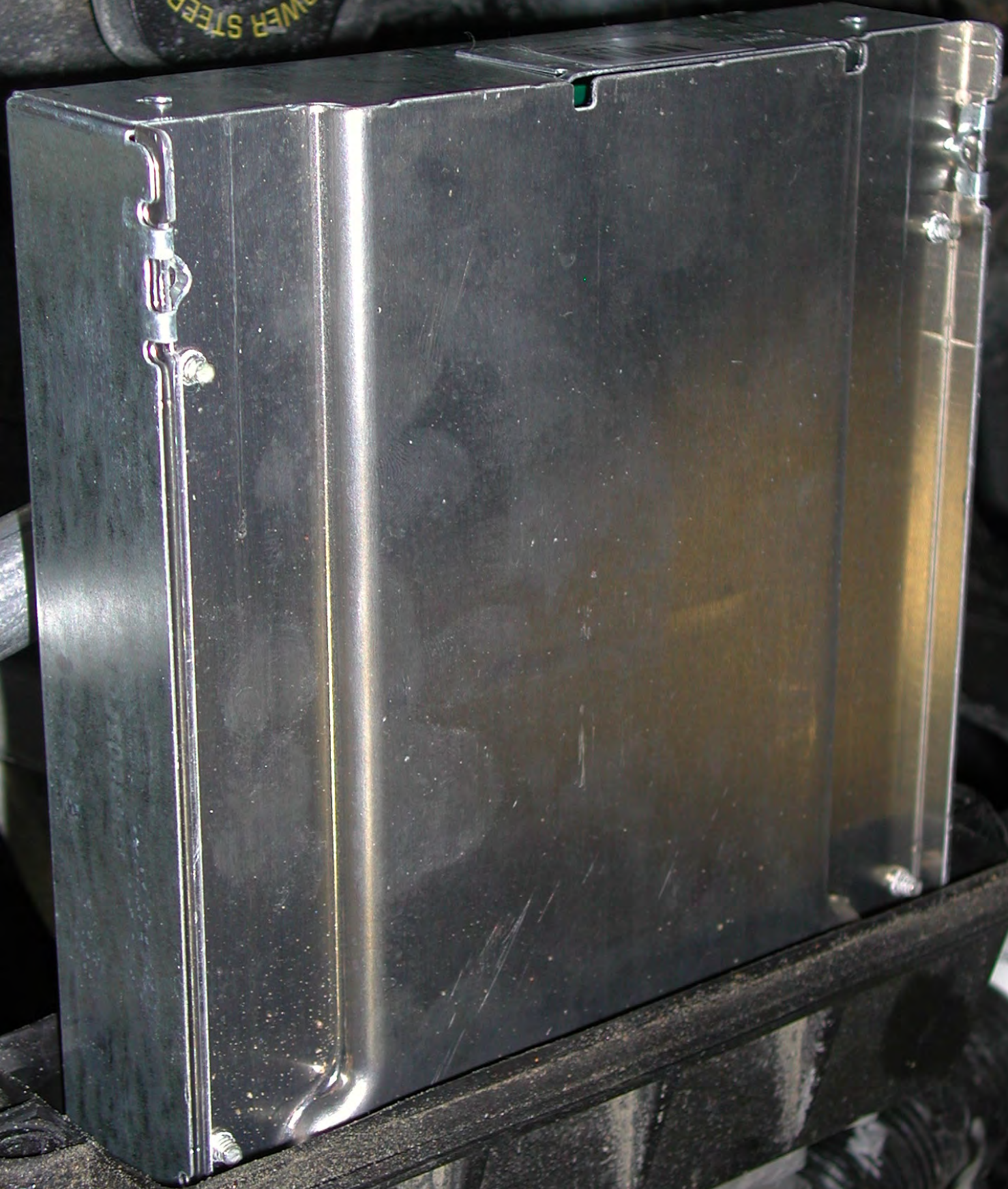








POWER STEERING
FLUID



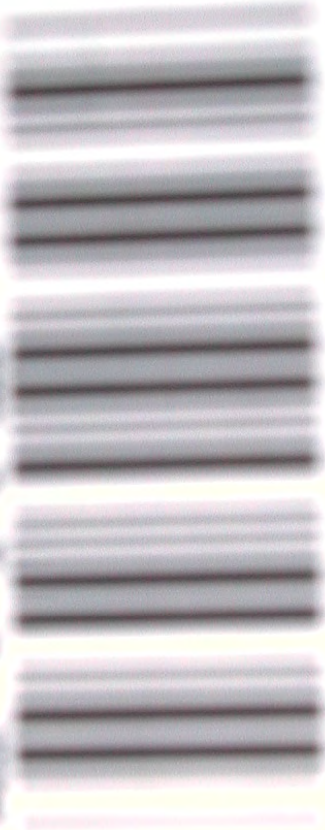
DO NOT
OVERFILL
POWER STEERING
FLUID

INSTRUMENT CLUSTER
7101

100375-700

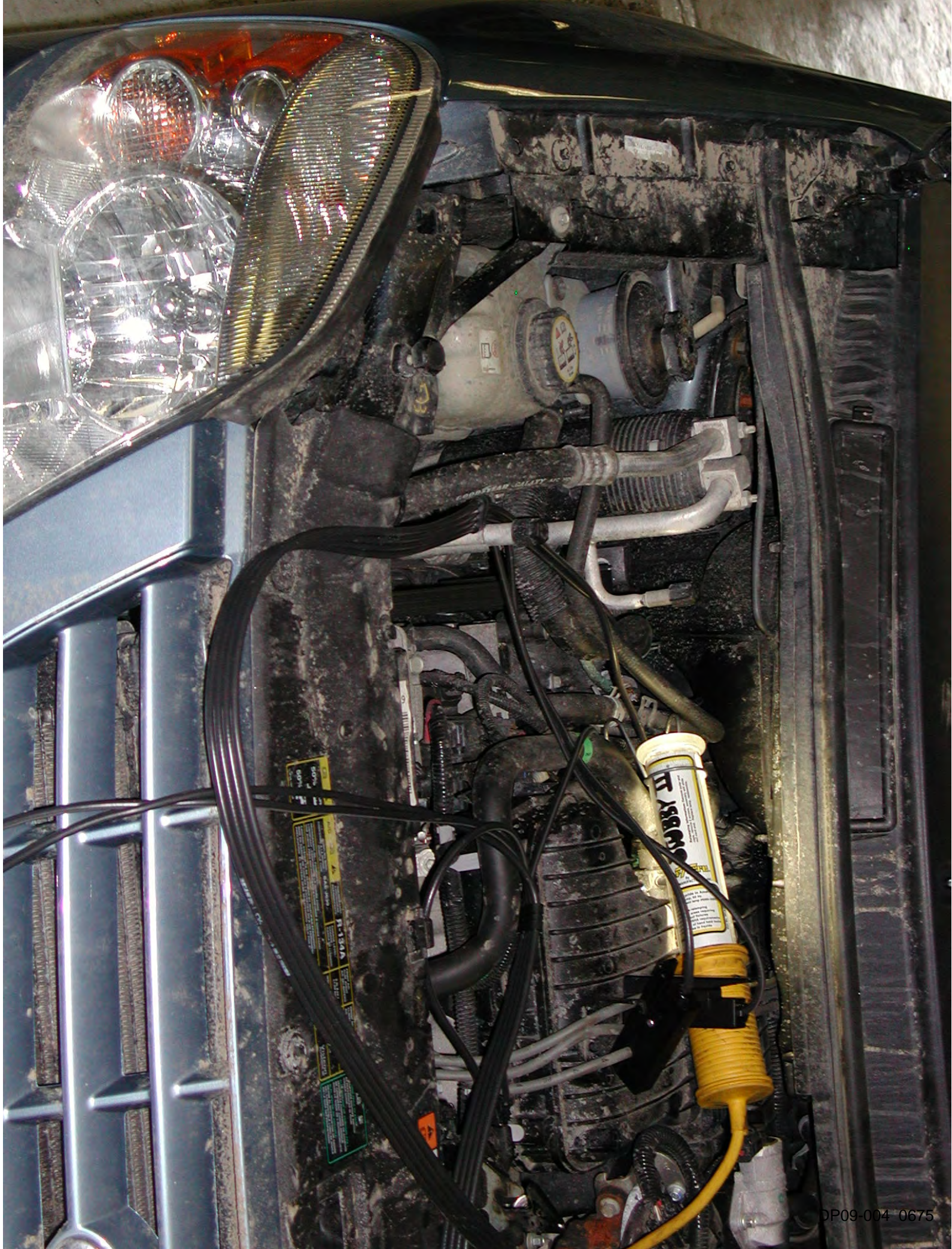
ZVA1

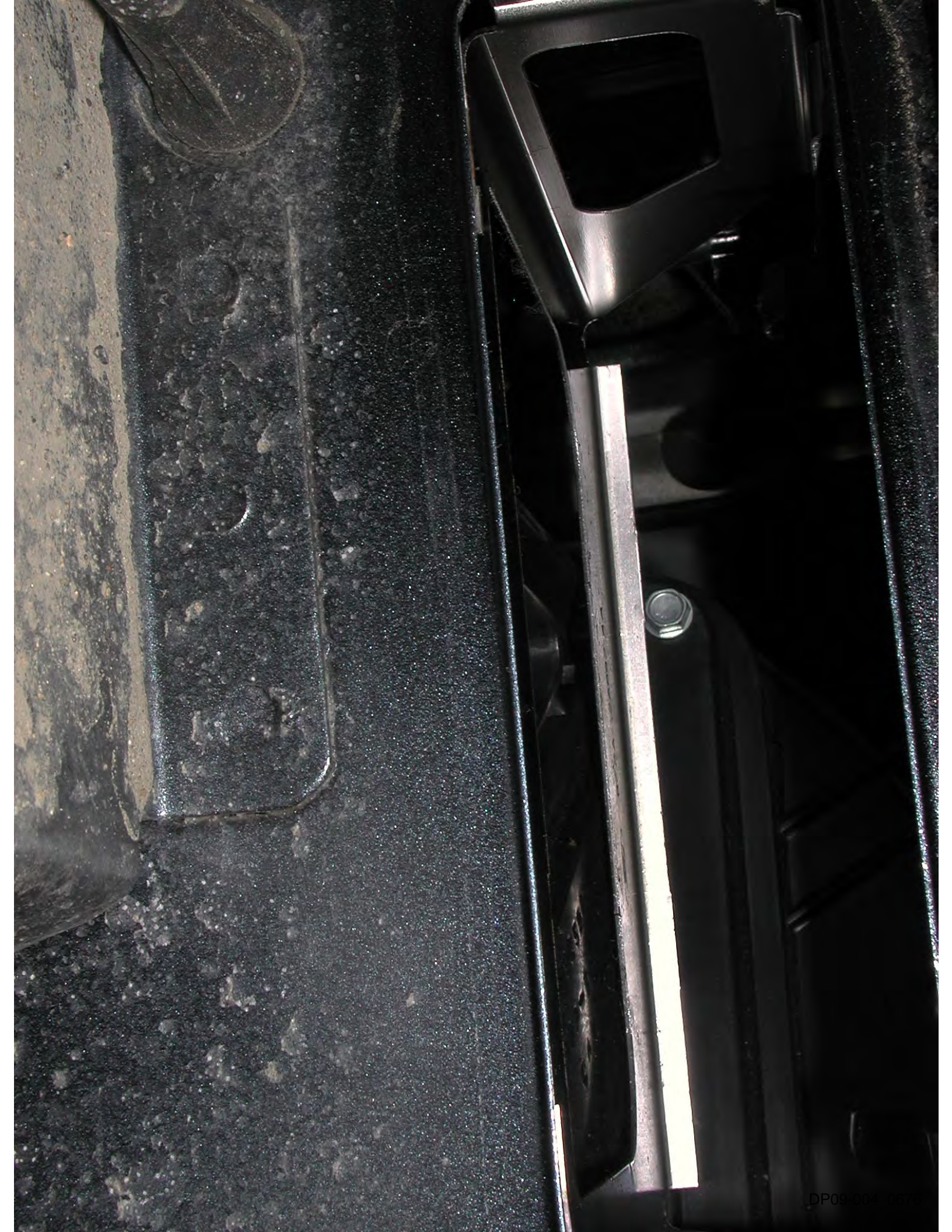
000





100375-700
FORD
100375-700
NA & B
WARD E











1220
1000-1000-1000
ZNA1



V229 MD1-F2604 6G07
6F2A-12A650-VR
ZVA1



F2604 6G07
IB G
ZVA1



















3



2



1



6



5



4

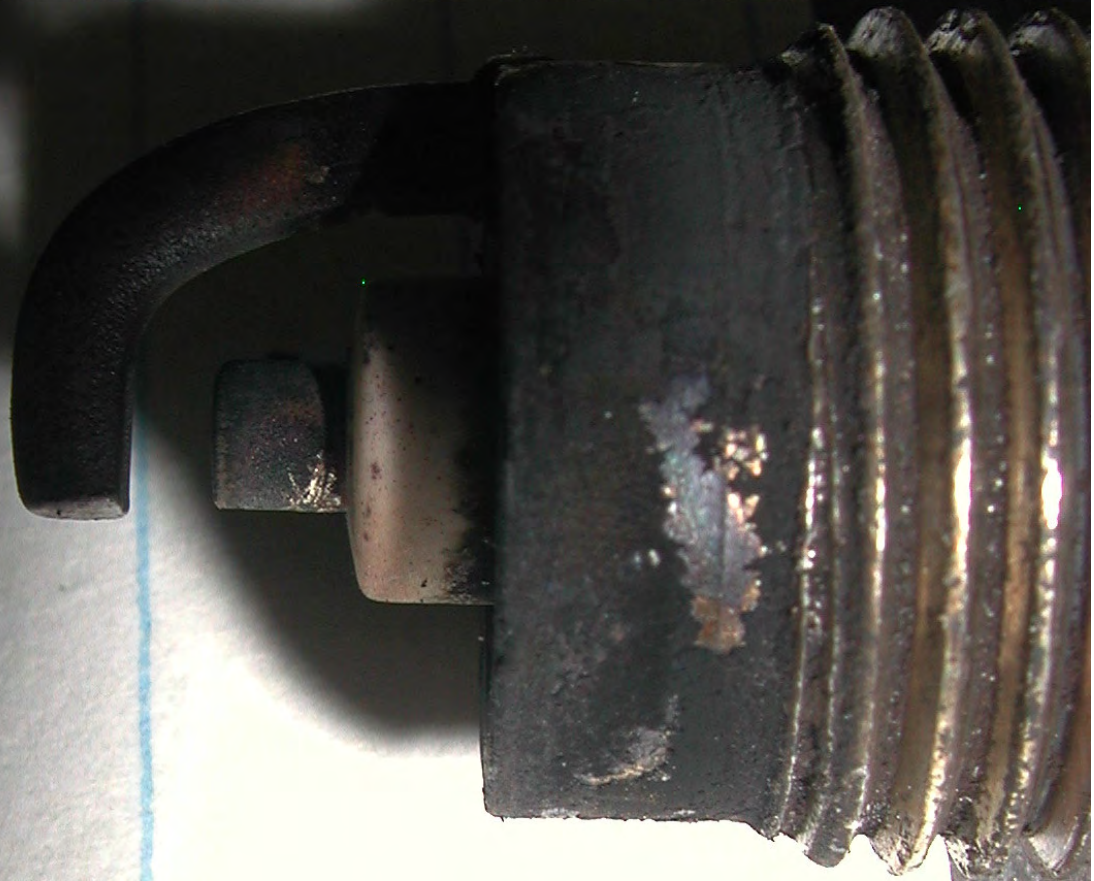






3

4





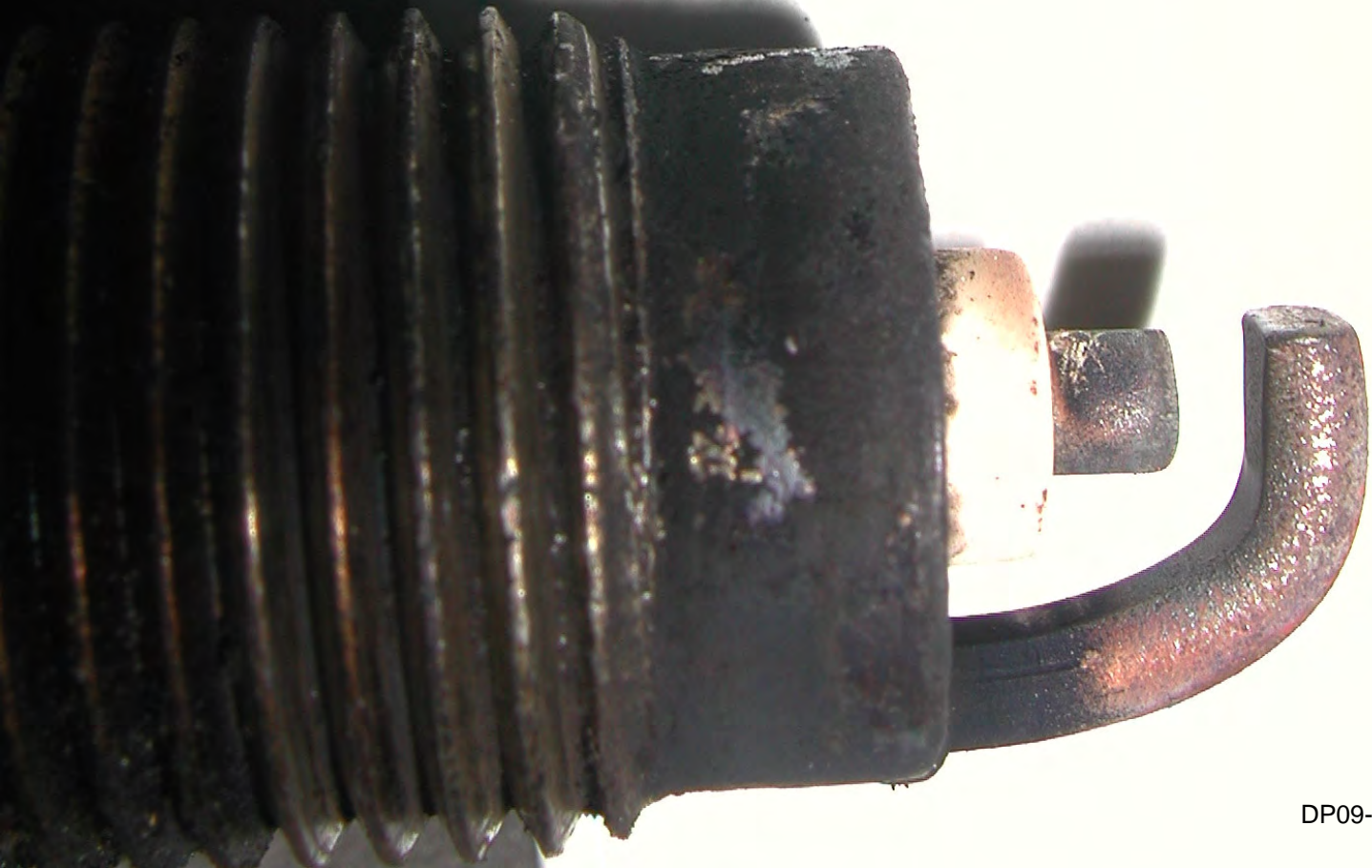
TRANS FLUID
USE MERCON®

DIP 1236

WARNING: TO AVOID
PERSONAL INJURY FROM
MOVING PARTS, ALWAYS
DISCONNECT THE BATTERY
BEFORE WORKING ON THE
ENGINE OR ELECTRICAL
SYSTEM.



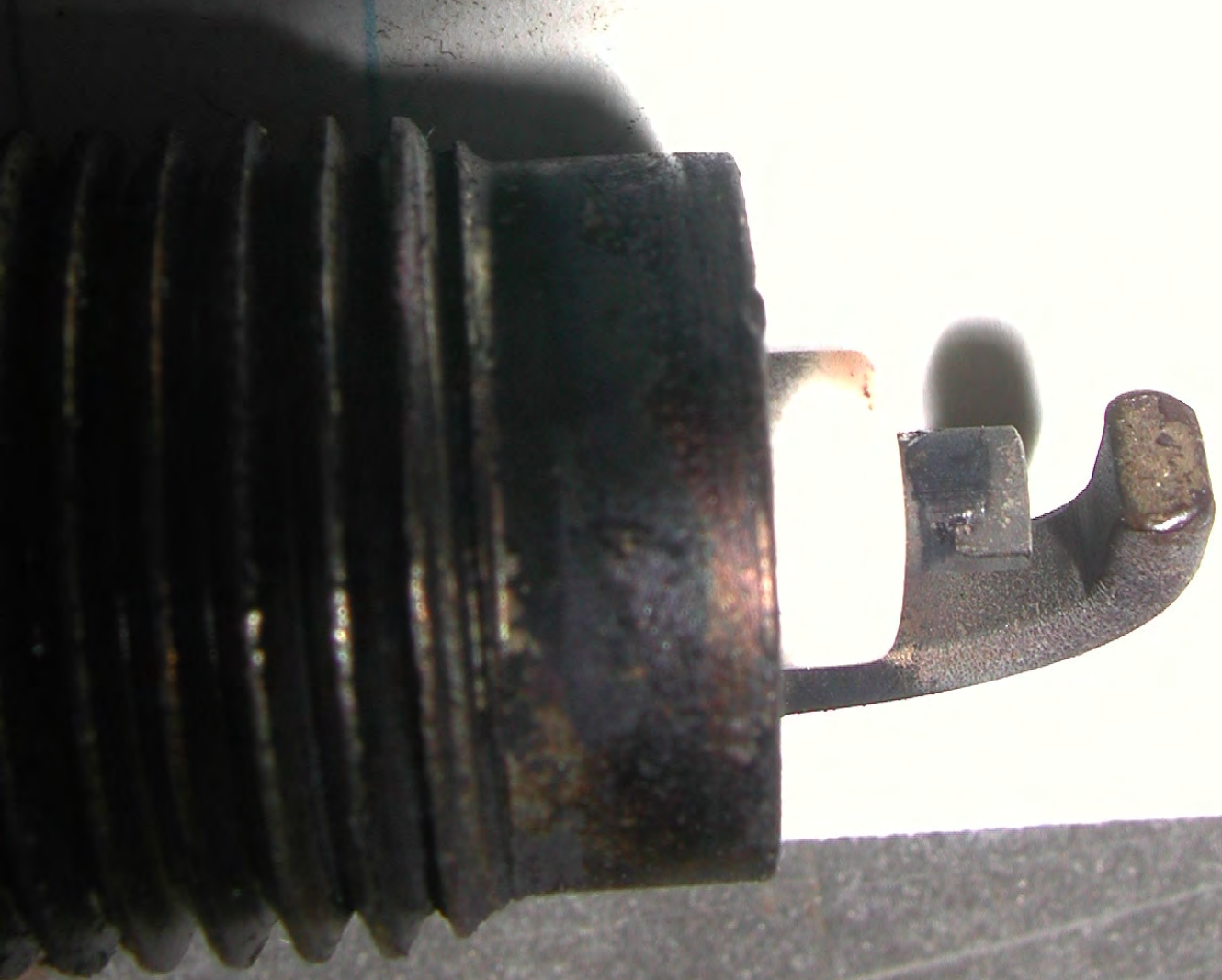
4



5



X







V229 MD1-F2604 6G07 ZVA1
REC... 10A... VD...



9



UNIT AC
UNIT VANT
AC DELANTER
2 1/4 x 4 x 1
(1102-10)
W/HTCOST
10/11/09
2009-004 0704





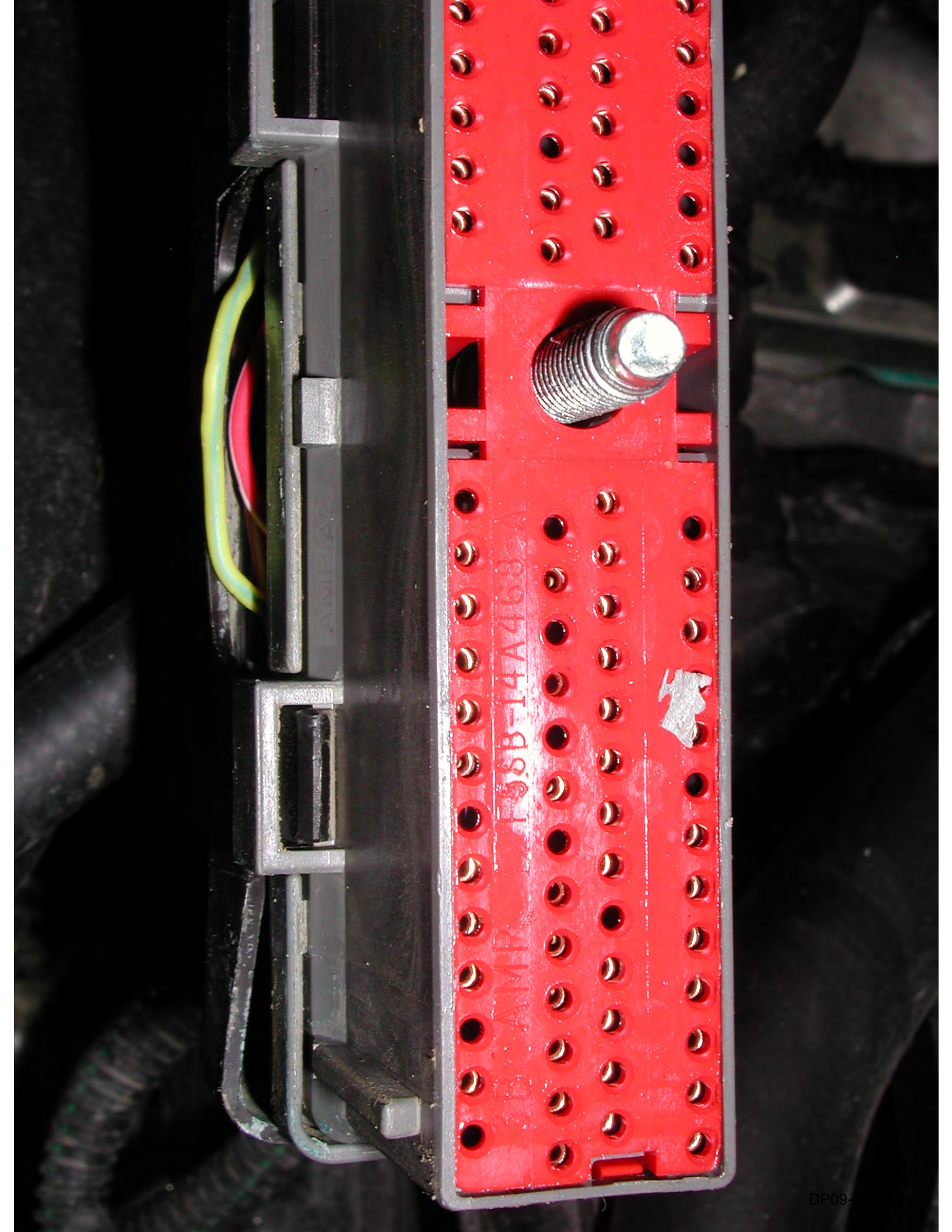


100V 100V
100V 100V
100V 100V

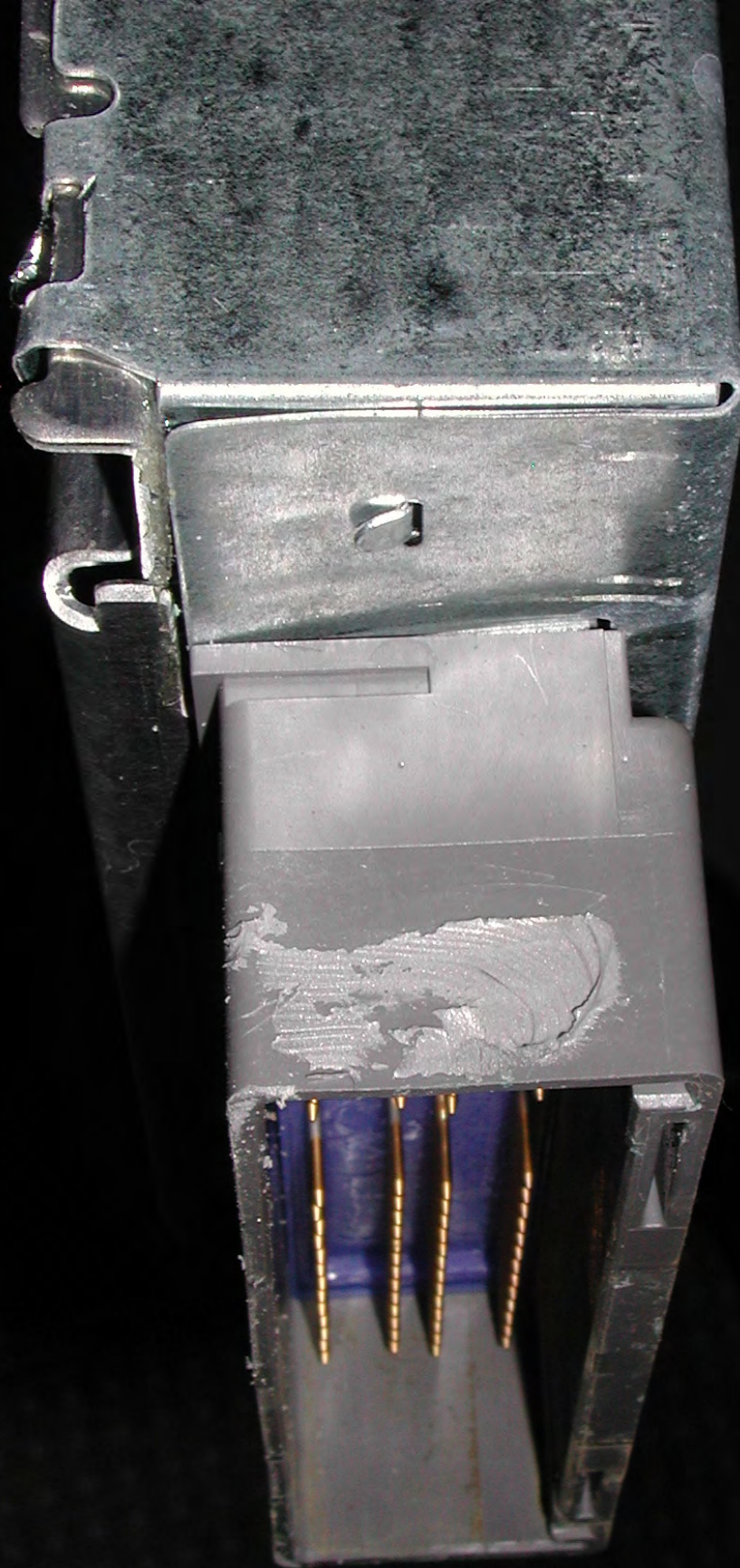


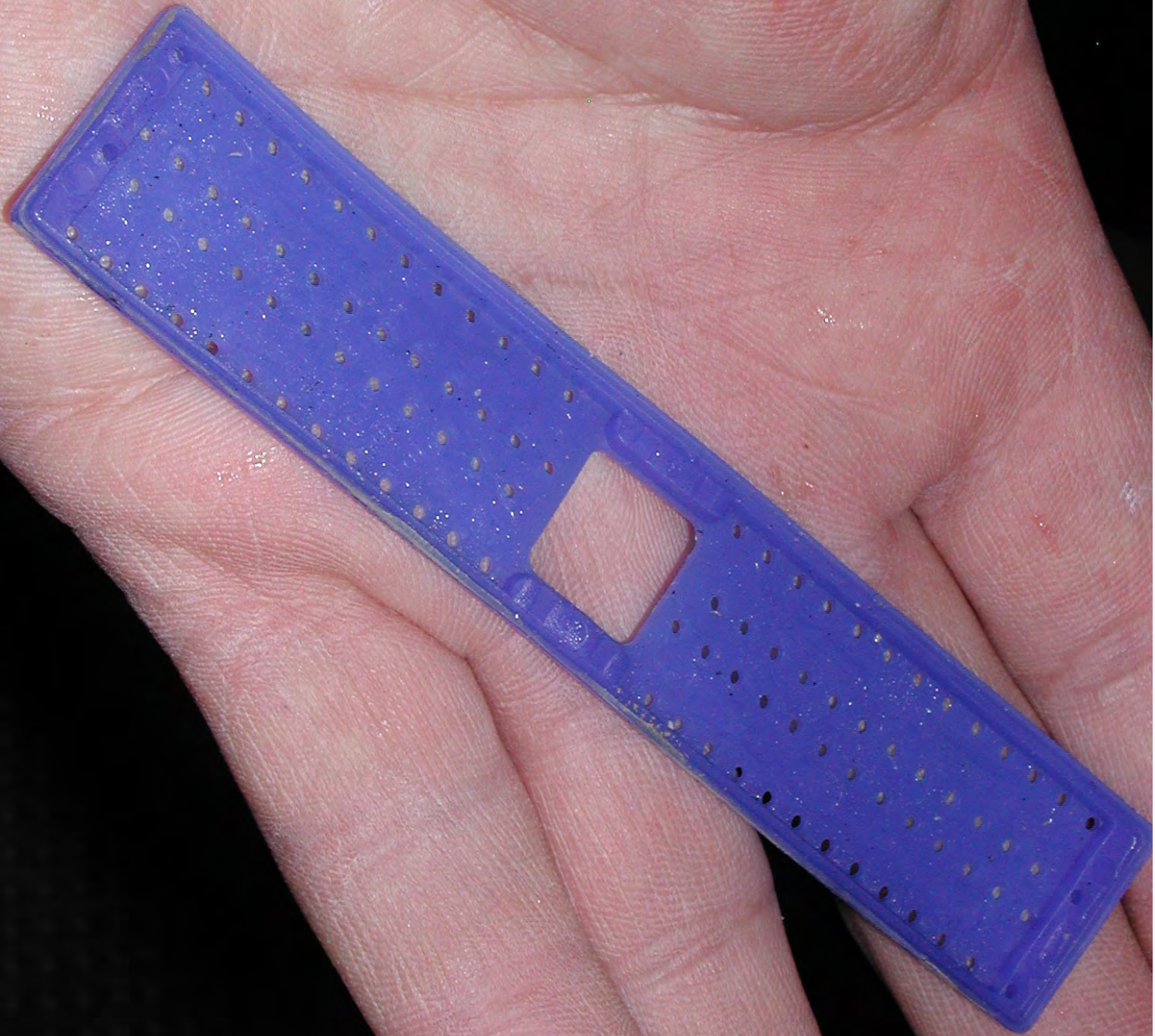


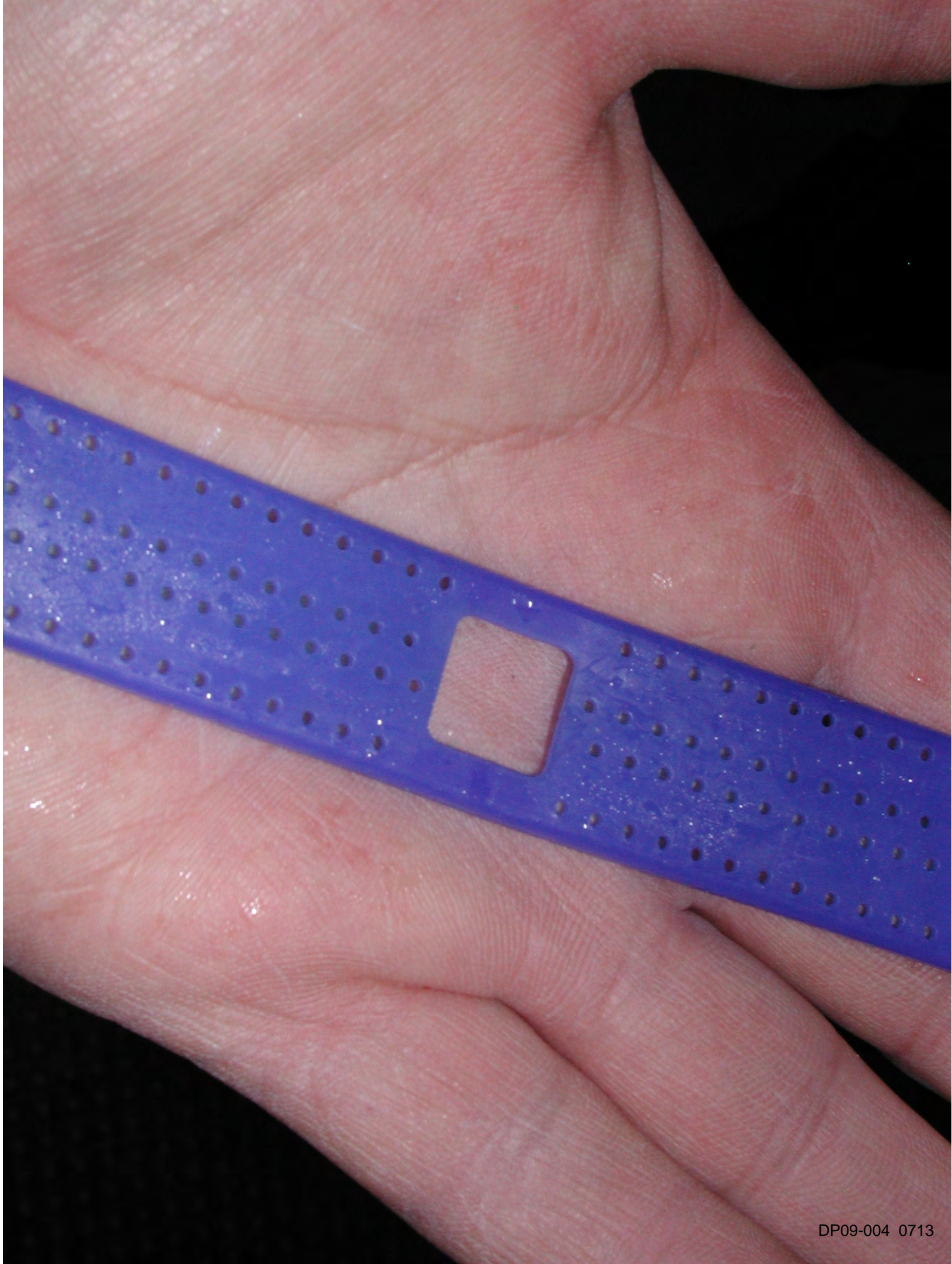


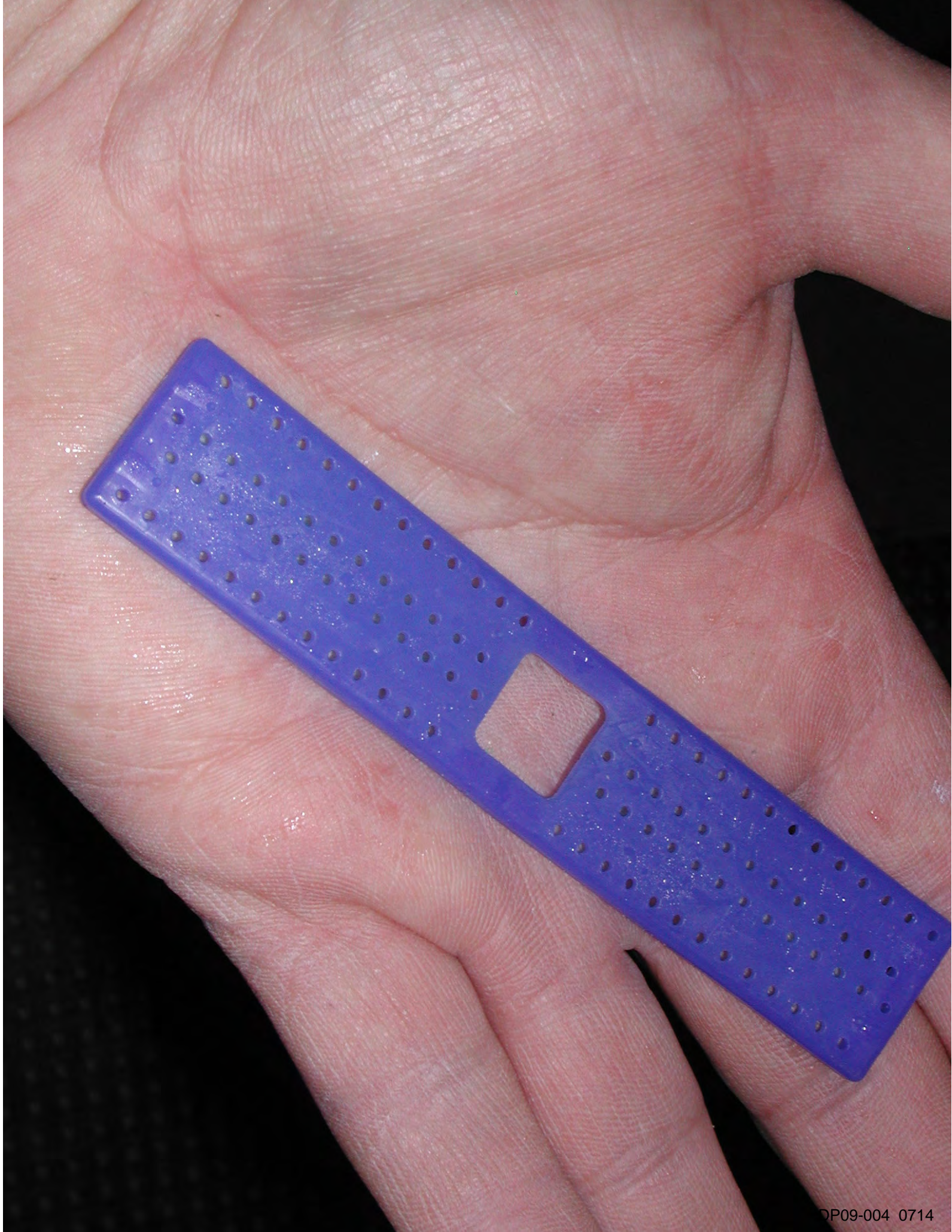


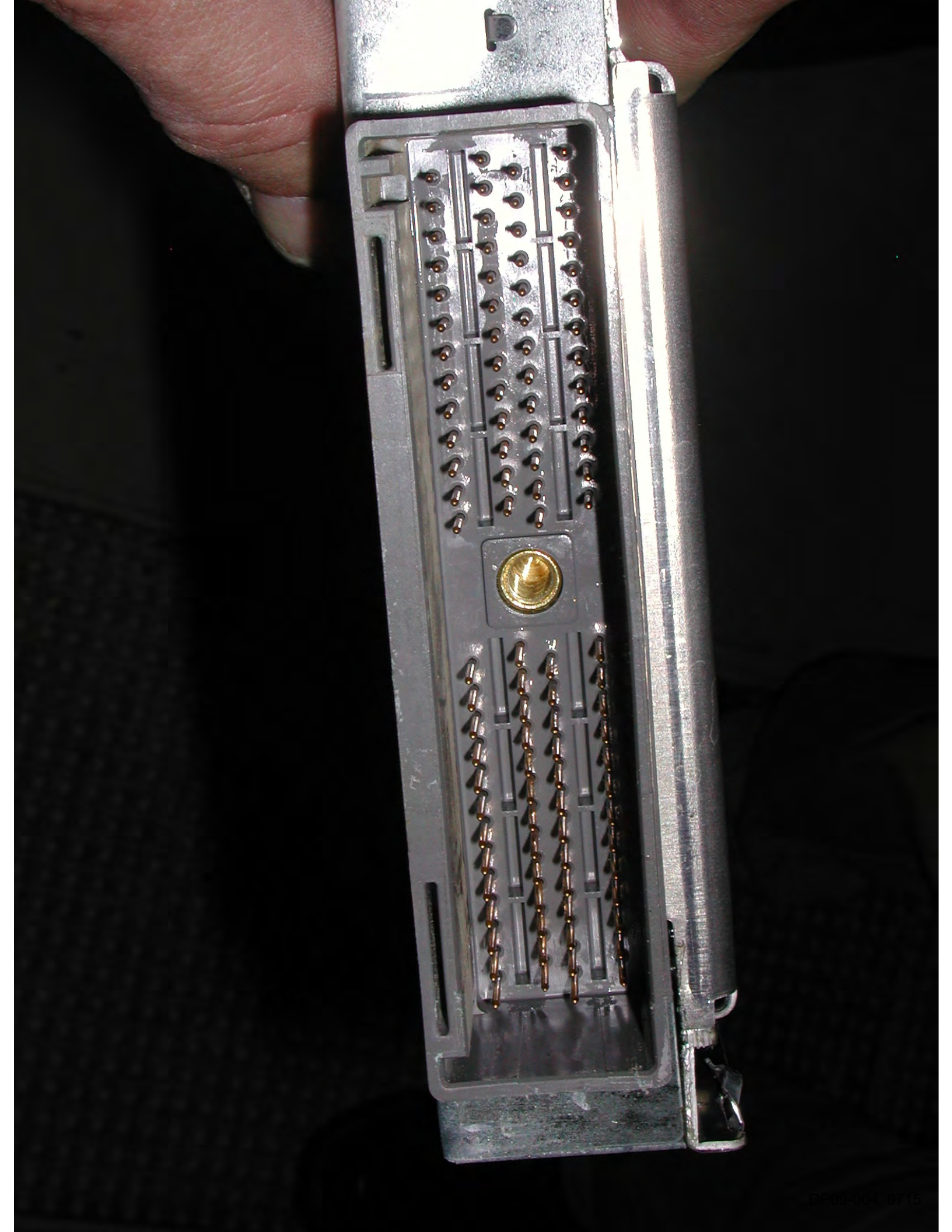
AMP F08B-14A468-A





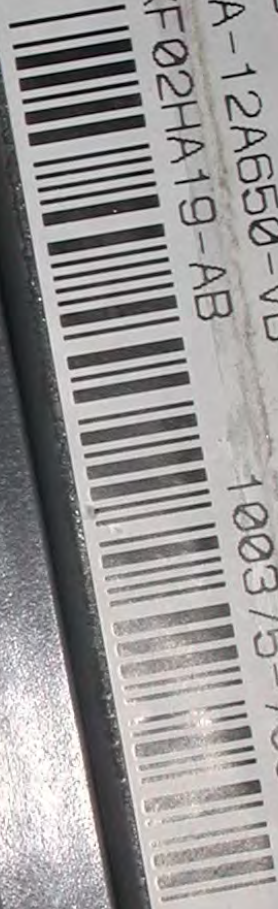








V229
BF2A-12A650-VB
CGXF02HA19-AB



100375-700

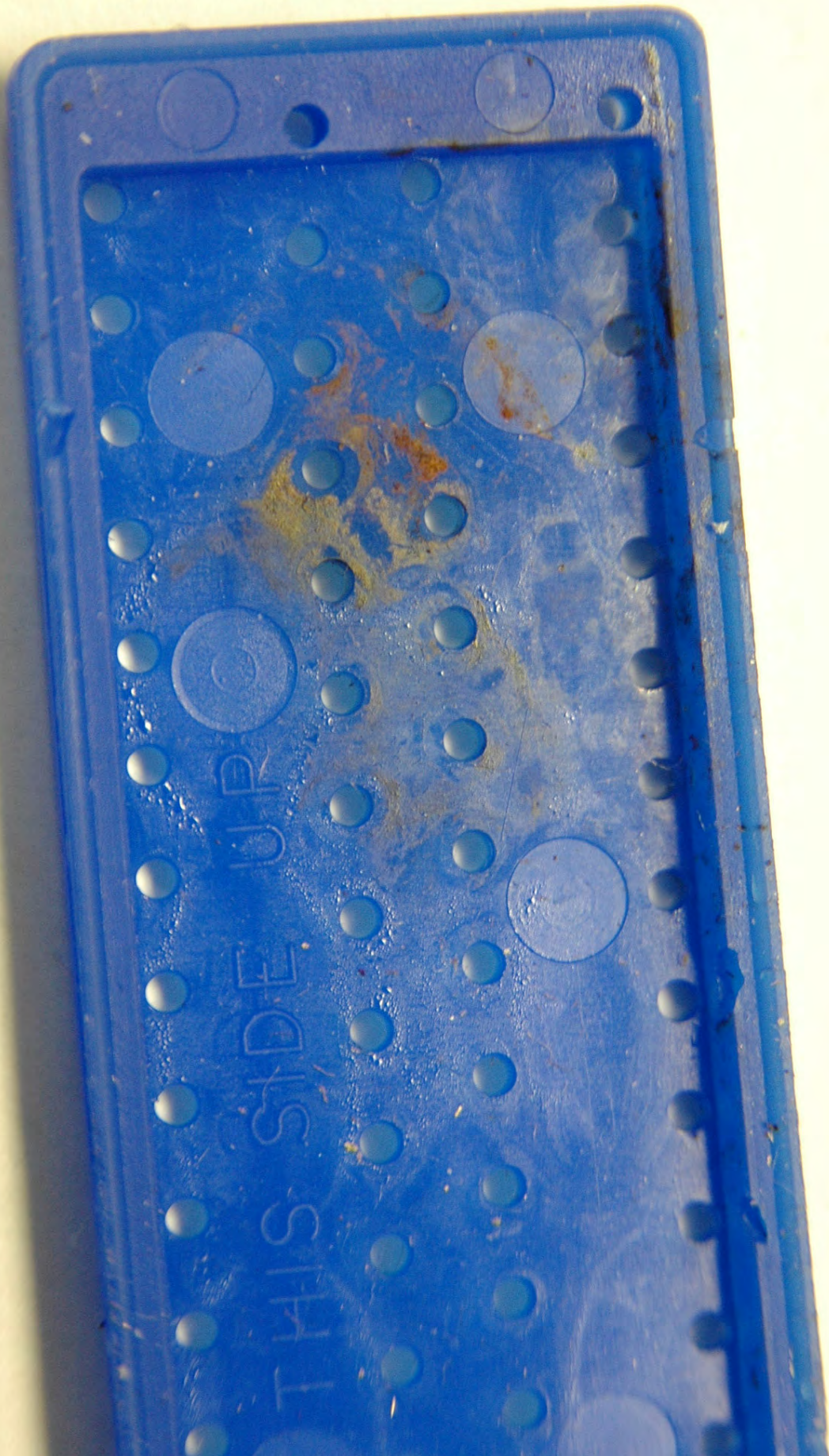
MD1-F2604 BG07
G

ZVA1



THIS SIDE UP







From: Arszulowicz, Ken (K.J.)
Sent: Monday, March 05, 2007 1:19 PM
To: Nasar, John (H.S.); Shingleton, Leslie (L.E.); Matysiewicz, Edwin (E.J.); Kadrovich, Kathy (K.); Brush, Eric (E.G.)
Subject: pic
Attachments: 6BA40976 006.jpg



6BA40976 006.jpg
(512 KB)

Ken Arszulowicz
Certified Six Sigma Black Belt
313-805-4022
karszulo@ford.com



6C01A0
F55B-14A624-AA

THRU
AMP D2
Chevrolet

14

18

THRU
(FET)

From: TSB (.Mac) [brownart_tsb@mac.com]
Sent: Tuesday, June 27, 2006 1:41 PM
To: Shingleton, Leslie (L.E.)
Subject: Re: 025-2006-1762
Attachments: 025-2006-1762.pdf

Hi Leslie,

Attached is the art for 025-2006-1762. Please let me know if you have any changes or if the art is approved.

Thank you!

--

Jody Puskarz
Technical Writer
tsb@brownart.com
313.565.7020
313.565.7022 (fax)

On 6/26/06 7:23 AM, "Shingleton, Leslie (L.E.)" <lshingle@ford.com> wrote:

[Sorry, I was thinking of a different message. Use the first picture for the cover and the second for the sealant. On the second photo, please put an arrow pointing to the sealant sticking out on the left side.](#)

Leslie E. Shingleton
FCSD/SEO
313-845-4684 Office/FAX

From: TSB (.Mac) [mailto:brownart_tsb@mac.com]
Sent: Thursday, June 22, 2006 5:04 PM
To: Shingleton, Leslie (L.E.)
Subject: Re: 025-2006-1762

Yes.

On 6/22/06 4:27 PM, "Shingleton, Leslie (L.E.)" <lshingle@ford.com> wrote:

[Do you have access to our TSBs?](#)

Leslie E. Shingleton
FCSD/SEO
313-845-4684 Office/FAX

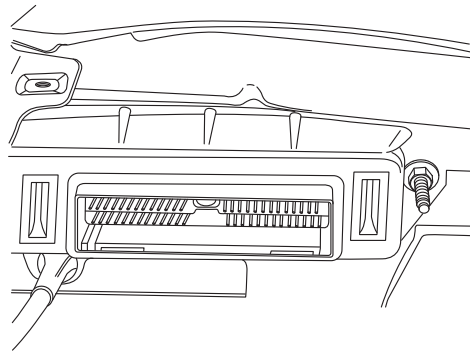
From: TSB (.Mac) [mailto:brownart_tsb@mac.com]
Sent: Thursday, June 22, 2006 4:00 PM
To: Shingleton, Leslie (L.E.)
Subject: 025-2006-1762

Hi Leslie,

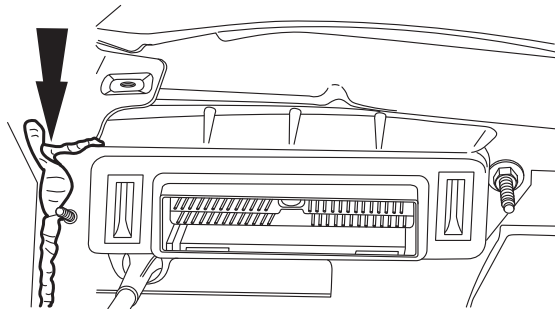
I was just wondering if you had the first two illustrations for this article. I read the illustration notes in the workbook that we were to use figures 3-16 from the previous tsb article release. So I linked them as figures 1-14 but apparently I misunderstood and still need the new figures 1 and 2.

Please let me know when we can expect this -

Thank you,



TB- A



TB- A

From: Suder, Ronald J. [rjs@araymondusa.com]
Sent: Tuesday, November 22, 2005 8:57 AM
To: Nasar, John (H.S.)
Cc: Dreiocker, Rene
Subject: RE: 2785/8151 1.3mm dim 48 pc layout

John, we are shipping 200 seals at 2.0 mm and 2.5 mm thick for you to tryout. I am shipping them by fed-ex.
Thanks

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

From: Nasar, John (H.S.) [mailto:hnasar@ford.com]
Sent: Friday, November 18, 2005 7:25 AM
To: Suder, Ronald J.
Subject: RE: 2785/8151 1.3mm dim 48 pc layout

Ron, my shipping home address:

John Nasar
2229 Canonridge Circle
Oakville, ON L6M 4T8
Canada

Regards,

JOHN NASAR
FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371
"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]
Sent: Monday, November 07, 2005 3:54 PM
To: Syed, Nasir (N.S.); Suder, Ronald J.; Nasar, John (H.S.)
Cc: Jenkins, Lonnie E.; Gaddam, Ramesh
Subject: RE: 2785/8151 1.3mm dim 48 pc layout

Nasir, by design it should be under 12 pounds insertion and 30 to 40 pounds extraction. Ramesh can you answer the foam question?
Thanks

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]
Sent: Monday, November 07, 2005 3:49 PM
To: Suder, Ronald J.; Nasar, John (H.S.)
Cc: Jenkins, Lonnie E.; Gaddam, Ramesh
Subject: RE: 2785/8151 1.3mm dim 48 pc layout

What is it by design, also did you get any reports from your foam supplier on the return foam pieces??

Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]
Sent: Monday, November 07, 2005 1:01 PM
To: Syed, Nasir (N.S.); Suder, Ronald J.; Nasar, John (H.S.)
Cc: Jenkins, Lonnie E.; Gaddam, Ramesh
Subject: RE: 2785/8151 1.3mm dim 48 pc layout

Nasir, it looks like the insertions mean is 11.2 pounds and the extraction mean is 128.5 pounds. This is old data and I will have it retested.
Thanks

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]
Sent: Monday, November 07, 2005 11:26 AM
To: Suder, Ronald J.; Nasar, John (H.S.)
Cc: Jenkins, Lonnie E.; Gaddam, Ramesh
Subject: RE: 2785/8151 1.3mm dim 48 pc layout

Thanks for dimensional, what is the insertion and extraction looks like (historically)

Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]
Sent: Monday, November 07, 2005 10:05 AM
To: Syed, Nasir (N.S.); Nasar, John (H.S.)
Cc: Jenkins, Lonnie E.; Gaddam, Ramesh
Subject: FW: 2785/8151 1.3mm dim 48 pc layout

Nasri / John, per you request see attached layout to 6 pieces of each cavity. If there are any questions please advise.
Thanks
John, since Ford is off in the USA tomorrow is there still a phone

conference at 8:30 am?

Thanks

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

> From: Gaddam, Ramesh

> Sent: Monday, November 07, 2005 9:54 AM

> To: Suder, Ronald J.; Jenkins, Lonnie E.

> Subject: 2785/8151 1.3mm dim 48 pc layout

>

> Ron:

> Since Lonnie is off this week, I am sending this to you. Lonnie requested

> a 6pc/cavity layout after your meeting with Ford Oakville Assy plant.

> Please forward this to the Ford Engineer that requested the layout.

>

> <<2785-F-4-1.30-DIM-110405.xls>>

>

> Regards,

>

> Ramesh Gaddam

> Quality Manager

> A. Raymond Inc

> Ph# (248)293-2573

>

>

>

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reproduction is unauthorized and prohibited. If you are not the addressee, then please DO NOT read, copy or distribute it, but reply to the sender that you received it in error and delete it. Thank you.

From: Syed, Nasir (N.S.)
Sent: Wednesday, November 02, 2005 3:38 PM
To: 'Jenkins, Lonnie E.'
Cc: Nasar, John (H.S.); Suder, Ronald J.
Subject: RE: Foam seal data sheets

Ron,

The slot width is 15mm so worst case scenario we will have a 0.5mm gap on one end considering the 7.0 mm stem diameter on the scrivet. So please send the couple of parts you have.

Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Jenkins, Lonnie E. [mailto:lej@araymondusa.com]
Sent: Wednesday, November 02, 2005 2:34 PM
To: Syed, Nasir (N.S.)
Cc: Nasar, John (H.S.); Suder, Ronald J.
Subject: Foam seal data sheets

Nasir

It was a pleasure meeting you and your co-workers yesterday. Please find attached the data sheets for the current and proposed foam seal material. We are working on the other data you requested and will send it as soon as it is complete. If you have any other questions, please let me know.

Regards

Lonnie Jenkins
Manufacturing Manager
A.Raymond Inc.
Desk 248-853-2500 ext.328
Mobile 248-535-2158
Fax 248-853-2721

<<3594_001.pdf>> <<3595_001.pdf>>

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From: Matysiewicz, Edwin (E.J.)
Sent: Thursday, October 20, 2005 1:32 PM
To: Nasar, John (H.S.); 'nathan.willis@motorola.com'; 'G12133@motorola.com'
Cc: Orris, Steve (S.J.); Garrett, Dave (D.P.)
Subject: RE: Meeting Matrix

Attachments: IL6F2A12A650AA01VR.cgm



IL6F2A12A650
1VR.cgm (670 k)

John
I have attached the PCM installation drawing above, which is in cgm file format.
There are fingers on top of the bracket that press down on the heat sinks.
If Oakville would want to violate the installation drawing, the PVT would have to write a concern to request a deviation.
Nate or Jeff
Could you please check with the Motorola bracket design group to see if the PCM orientation in the bracket makes any difference for heat dissipation ?
Thanks
Ed

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

From: Nasar, John (H.S.)
Sent: Thursday, October 20, 2005 12:21 PM
To: Matysiewicz, Edwin (E.J.)
Cc: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); Borneo, Joseph (J.A.); 'nathan.willis@motorola.com'
Subject: RE: Meeting Matrix

Ed, there is not intension to make a change to the PCM, but I have one question why are we installing the PCM upside down in the plant? are you aware of that issue? We discussed this issue with Nathan in our meeting this morning and could not find an answer.
We have holes at the top of the PCM and nothing at the bottom which is a perfect condition for water accumulation. Is this according to design intent? I just want to know if the plant is doing something wrong in the process that we can fix.
Thanks

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them" - Jim Padilla, March 2005

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

From: Matysiewicz, Edwin (E.J.)
Sent: Thursday, October 20, 2005 12:12 PM
To: Nasar, John (H.S.)
Cc: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorola.com'; Borneo, Joseph (J.A.)

Subject: RE: Meeting Matrix

John
The PCM is not a root cause of the V229 water leaks, but the body structure is the primary cause.
Retooling the PCM to make it waterproof would be a large task, and it would be costly, due to the low volume and limited lifespan of the V229 platform.
There is no short term action that I could take to make the V229 waterproof.
Please take the PCM off of your matrix as the root cause as it is not the root cause, but the body structure seal is the root cause.
Thanks
Ed

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 18, 2005 4:20 PM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorolla.com'; Borneo, Joseph (J.A.)
Subject: Meeting Matrix

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

From: Syed, Nasir (N.S.)
Sent: Friday, December 09, 2005 10:28 AM
To: 'Dreiocker, Rene'; Nasar, John (H.S.)
Cc: Hearn, Mike (M.P.); Suder, Ronald J.
Subject: RE: New foam seals

Thanks Rene,

That's good info and that leads me to conclude that one reason why we leak water currently as a common cause is foam is not the best to conform to the surface and is not compressed enough.

Now the only question still left unanswered is the special case which is what caused the current foam to collapse and loose its compressibility altogether (sample from field return). And how that has been addressed so that we have a confidence that this will not happen with the new foam.

Regards
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Dreiocker, Rene [mailto:rd@araymondusa.com]
Sent: Thursday, December 08, 2005 5:09 PM
To: Syed, Nasir (N.S.); Nasar, John (H.S.)
Cc: Hearn, Mike (M.P.); Suder, Ronald J.
Subject: RE: New foam seals

Nasir, John,

Attached please find the spec sheets for the current material F-5013 and the new proposed material F-5091. The main difference between both is the grade of hardness. The new material has a softer grade and a much better compression set than the current material. With the increase of the thickness we basically provide you a foam seal with a better capability to accommodate any unevenness that the sheet metal might have. You will get a better sealing effect with a better compression set.

Please let us know if you need any further information on this.

Thanks.

Rene

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]
Sent: Wednesday, December 07, 2005 4:54 PM
To: Suder, Ronald J.; Nasar, John (H.S.)
Cc: Dreiocker, Rene; Hearn, Mike (M.P.)

Subject: RE: New foam seals

Ron,

Thanks for the response the reason why I am emphasizing on the reason why the current foam collapsed is I dont want the new foam to do the same and six months down the road you and I talking about it again and trying a different foam, if we made a bad choice before thats fine with me let's make sure we make the right choice this time. What property of current foam relates to collapsing compare it with new one and see if we have a risk. Let's do it right this time, I want to cover all bases, especially when we know of a failure mode. And this should have happened before we talk about cost and timing, do you agree. Let's get things rolling fast.

Regards,
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]
Sent: Wednesday, December 07, 2005 4:36 PM
To: Syed, Nasir (N.S.); Nasar, John (H.S.)
Cc: Dreiocker, Rene
Subject: RE: New foam seals

Nasir, I will have the new pricing tomorrow morning. Rene, any word from the foam supplier regarding the foam seal collapsing. Nasir, in my opinion there might not be an answer and that is the nature of that foam material, that it collapses and has no memory. So it is not a failure of the foam but a bad choice we made in the past to use this foam material.

I have no problem with you taking this to a higher level.

Again, I will have the cost and timing for the new foam tomorrow morning.

Thanks

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]
Sent: Wednesday, December 07, 2005 8:17 AM
To: Suder, Ronald J.; Nasar, John (H.S.)
Subject: RE: New foam seals

Ron,

Please expedite the process we are ready to kick off the change, also how about the responses from your foam supplier. Seems like they are taking the old foam collapsing not very serious, which is disappointing. This a failure of parts in the field, we have provided failed parts for analysis, what is the excuse for not having the analysis after 6 weeks, I don't want to raise

this to higher level but I am running out of time.

Regards,
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]
Sent: Tuesday, December 06, 2005 2:06 PM
To: Nasar, John (H.S.); Syed, Nasir (N.S.)
Subject: New foam seals

John / Nasir, my estimating department is still waiting for the pricing on the new gaskets. As soon as I get them I will call you.
Sorry for the delay.

Thank You,

Ronald Suder
A. Raymond, Inc
3091 Research drive
Rochester Hills, MI 48309
Phone: (248) 853-2500
Cell: (734) 751-8353
E-mail: RJS@ARAYMONDUSA.COM

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From: Dreiocker, Rene [rd@araymondusa.com]
Sent: Thursday, March 16, 2006 5:15 PM
To: Stodola, Robert (R.J.); Suder, Ronald J.
Cc: Lalama, Pat (P.); Nasar, John (H.S.); Syed, Nasir (N.S.); Novakovic, Anthony (A.N.); Villiard, Frank (F.M.)
Subject: RE: W707343

Robert,

There is a minor issue with the material. I understand we changed the material from Acetal to PP back in 1999. However, we were allowed to submit parts in Acetal under an alert. Asking people around here (because that project was before my time) I am told that another reason why the parts are still in Acetal is the performance. The part is functioning a lot better in Acetal versus PP. That's why I am asking you if we could change the material call out back to Acetal per WSK-M4D618-A2.

Please let me know your opinion so we can get this closed asap.

Thanks.

Rene

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

From: Dreiocker, Rene
Sent: Thursday, March 16, 2006 9:49 AM
To: 'Stodola, Robert (R.J.)'; Suder, Ronald J.
Cc: Lalama, Pat (P.); Nasar, John (H.S.); Syed, Nasir (N.S.); Novakovic, Anthony (A.N.); Villiard, Frank (F.M.)
Subject: RE: W707343

Robert,

Drawing will be updated per Tony's request tomorrow at the latest. Sorry for the delay.

Rene

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

From: Stodola, Robert (R.J.) [mailto:rstodola@ford.com]
Sent: Thursday, March 16, 2006 7:24 AM
To: Suder, Ronald J.; Dreiocker, Rene
Cc: Lalama, Pat (P.); Nasar, John (H.S.); Syed, Nasir (N.S.); Novakovic, Anthony (A.N.); Villiard, Frank (F.M.)
Subject: RE: W707343
Importance: High

Rene/Ronald, when will the drawing be complete?

Robert J. Stodola

VO Engineering Supervisor
PVT - Oakville Assembly Plant
Phone: 905 845 2511 ext 3736
Cell: 416 571-0753

From: Villiard, Frank (F.M.)
Sent: Wednesday, March 15, 2006 4:38 PM
To: Stodola, Robert (R.J.); 'Suder, Ronald J.'
Cc: Lalama, Pat (P.); Nasar, John (H.S.); Syed, Nasir (N.S.); Novakovic, Anthony (A.N.); 'Dreiocker, Rene'
Subject: RE: W707343

I have not received an updated drawing.

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

From: Stodola, Robert (R.J.)

Sent: Wednesday, March 15, 2006 4:36 PM

To: 'Suder, Ronald J.'

Cc: Lalama, Pat (P.); Villiard, Frank (F.M.); Nasar, John (H.S.); Syed, Nasir (N.S.); Novakovic, Anthony (A.N.); Dreiocker, Rene

Subject: RE: W707343

Has the drawing been updated?

Robert J. Stodola

VO Engineering Supervisor

PVT - Oakville Assembly Plant

Phone: 905 845 2511 ext 3736

Cell: 416 571-0753

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]

Sent: Tuesday, March 14, 2006 9:48 AM

To: Syed, Nasir (N.S.); Novakovic, Anthony (A.N.); Suder, Ronald J.; Dreiocker, Rene

Cc: Lalama, Pat (P.); Villiard, Frank (F.M.); Nasar, John (H.S.); Stodola, Robert (R.J.)

Subject: RE: W707343

Rene, please update the drawing as requested by Nasir. This is our part 8151. Let me know when it is ready so we can discuss before we send it back to Ford for approval.

Thanks

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]

Sent: Tuesday, March 14, 2006 8:42 AM

To: Novakovic, Anthony (A.N.); Suder, Ronald J.

Cc: Lalama, Pat (P.); Villiard, Frank (F.M.); Nasar, John (H.S.); Stodola, Robert (R.J.)

Subject: RE: W707343

Importance: High

Ron,

Need your help with the dwg, please mark up the dimensions and update the material call-out as requested below and provide Tony and Frank, urgently.

Regards,

Nasir A Syed

PVT, Sheet Metal,

Oakville Assembly plant,

Ph : 905 845 2511 X 3489

Fax: 905 845 0132

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

From: Novakovic, Anthony (A.N.)

Sent: Tuesday, March 14, 2006 8:02 AM

To: Syed, Nasir (N.S.)

Cc: Lalama, Pat (P.); Villiard, Frank (F.M.)

Subject: RE: W707343

Nasir,

Additional information is required on the engineering drawing faxed to me. There are no dimensions (length, width, thickness) on the foam seal and the oval-shaped sealing surface (and plastic support) is of undefined length. The yellow polypropylene material must also be specified in some other way because old NAAO engineering specifications (such as ESB-M4D175-A) are no longer permitted on Worldwide Fastener engineering drawings.

Tony N.

From: Syed, Nasir (N.S.)
Sent: Monday, March 13, 2006 3:39 PM
To: Villiard, Frank (F.M.)
Cc: Lalama, Pat (P.); Novakovic, Anthony (A.N.)
Subject: RE: W707343

Yes,

I have faxed it to Tony along with 1217 for review.

Regards,

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Villiard, Frank (F.M.)
Sent: Monday, March 13, 2006 12:18 PM
To: Syed, Nasir (N.S.)
Cc: Lalama, Pat (P.)
Subject: RE: W707343

Nasir, have you looked at the .tiff I sent to you.

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

From: Villiard, Frank (F.M.)
Sent: Friday, March 10, 2006 3:43 PM
To: Syed, Nasir (N.S.)
Subject: W707343

Nasir, please review the attached drawing per our conversation.

<< File: W707343-S.TIFF >>

Frank Villiard
Supervisor NAT BCAD
FVILLIAR 805-2960

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From: Nasar, John (H.S.)
Sent: Thursday, November 03, 2005 1:04 PM
To: Rogers, Mark (M.J.)
Cc: Janic, Alex (A.); Nasar, John (H.S.)
Subject: RE: Cowl study

Mark, we need data on higher sample size (30 parts). Can we get this data to run capability study?. I believe you are using a hand held caliper. The reason is we will make changes to the clips and we need to understand where are the square hole sizes in terms of spec limits.

Thanks.

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Janic, Alex (A.)
Sent: Thursday, November 03, 2005 11:56 AM
To: Nasar, John (H.S.)
Subject: FW: Cowl study

John,

This is study

Alex Janic

FORD Oakville Assembly Plant
PVT V229 Body Structures Engineer
Phone: 905 845 2511, ext 3702
Pager: 905-845-2511, ext.7777, pin031#
Fax: 905 845 9325

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

From: Rogers, Mark (M.J.)
Sent: Thursday, November 03, 2005 11:42 AM
To: Janic, Alex (A.)
Subject: Cowl study

Attached is the study on 5 slots ---- Panel from production run 9-30-05

Alex - if you need anything else - please let me know
Mark Rogers
Quality BSP
8-856-4096

<< File: Outer Cowl Square Hole Study.ppt >>

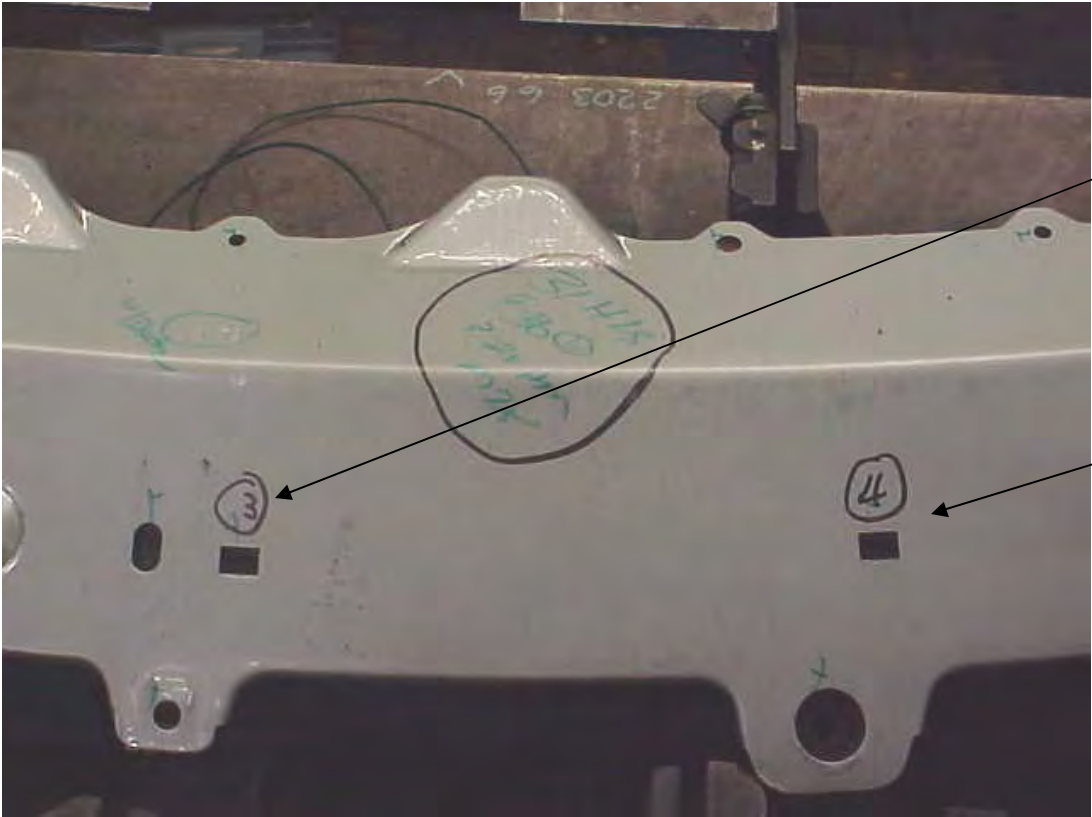
Outer Cowl Square Hole Study



Hole 1

Hole 2

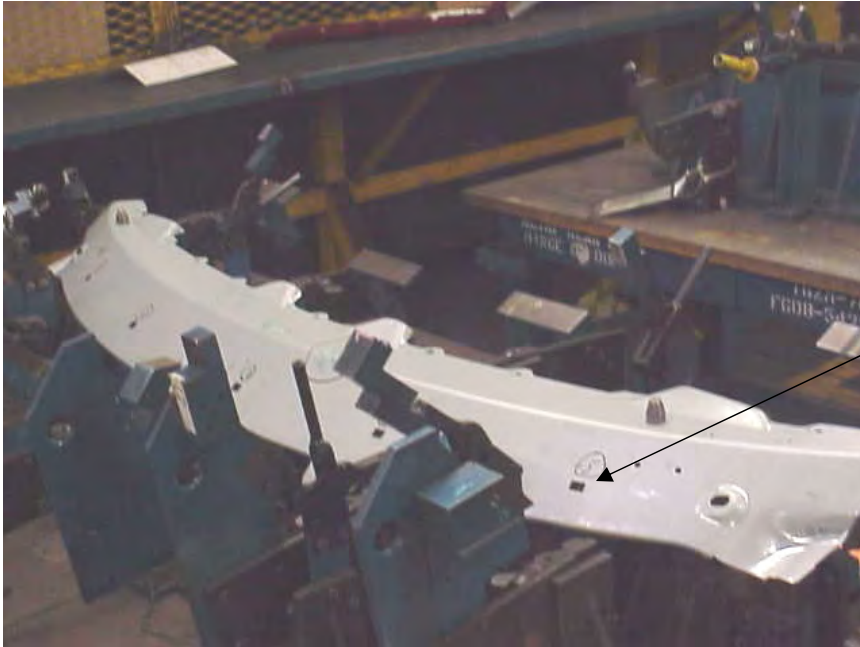
Outer Cowl Square Hole Study



Hole 3

Hole 4

Outer Cowl Square Hole Study



Hole 5

Data from Panel dated 9-30-2005

Hole 1 14.97X10.15

Hole 2 14.95X10.00

Hole 3 14.91X10.15

Hole 4 14.66X10.08

Hole 5 15.01X10.35

Tol 15X10 +/- .4

From: Matysiewicz, Edwin (E.J.)
Sent: Thursday, October 27, 2005 7:28 AM
To: Nasar, John (H.S.)
Cc: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: RE: CQIS report for 2004MY - PCM water Intrusion.
Attachments: FW: Response for Sealed V229

John
I have had several conference calls with Motorola,
The V229 PCM housing was never designed to be sealed, so it would be a huge effort and cost to make it sealed.
If V229 would want a sealed PCM, we would have to switch to a different PCM package [motorola recommends the production U222 PCM], which would require V229 to package the PCM in the engine compartment, and would involve a new bracket system, new wiring harnesses, and a recalibration effort.
The official motorola response is in the attached email from the Motorola mechanical package engineer.



FW: Response
for Sealed V229

Question:
Why can't a large rubber pad with glue on one side [that has a peel off film] be specified, and installed across the body in the area of the water leak ?
I am thinking along the lines of the ice guard roofing material that is sold at Home Depot.
Thanks
Ed

-----Original Message-----
From: Nasar, John (H.S.)
Sent: Thursday, October 27, 2005 7:15 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: CQIS report for 2004MY - PCM water Intrusion.

Dealer removed the dash to seal the water soaked foam.
<< File: Picture 003.jpg >> << File: Picture 0017.jpg >>

Report# : 5JZCY002 NHL Received: 10/26/2005
CCRG/EPRC: Reviewed Status: Date:
Vehicle: 2004,FREESTAR,CANADA ,WAGON ,2FMZA56244B ██████████ Build Date: 06/15/2004
Odometer : 30,894 K Engine: 4.2L EFI Calibration: 4A41NA0A
Transmission: 4F50N Axle: A/C: YES
Dealer: CAN B8375 Ed Learn Ford Sales Ltd Phone#: (905) 684-6373
City: St Catharines Province Ontario Country : CAN
Originator: HANS WEISS
Symptom: 1 10 1 00 BODY,SEALING,WATER LEAKS,OTHER-CODE NA
Status:
VFG: V37 WATER LEAKS
Additional Symptom: WATER ENTRY INTO PCM
Fix: Causal Component :
Condition Code:
Hotliner: JHERDZIK Phone: 313 317-9369 Regn Cd: 08 08 FCSD REGION-CANADA

Engineering: Phone: TAR:

Dlr Contact: HANS WEISS Phone: 905 684-6373 Title Cde: T

Comments :

REPAIR 10/26/2005 10:04AM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE
TECH STS THERE IS A WATER ENTRY CONCERN AT THE PCM. TECH STS HE HAS
REPLACED THE PCM AND HE STILL HAS TO RESOLVE THE WATER ENTRY CONCERN
AND IS SEEKING KNOWNS. TECH SEEKING HOTLINE ASSISTANCE.

RECOMM 10/26/2005 10:04AM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE
ISM 05-02-220 CHECK FOR WATER ENTRY INTO THE PCM CONNECTOR ADVISED
TECH OF THE ISM INFORMATION. ADVISED TECH HE NEEDS TO MAKE SURE NO
SEALS ARE MISSING NEAR THE COWL AREA. ADVISED TECH IF NEEDED USE
SILICONE TO SEAL THE COWL AREA

REPAIR 10/26/2005 02:34PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE
TECH CALLING BACK ON THE SAME CONCERN. TECH STS HE HAS WATER TESTED
THE VEHICLE AND FOUND THE WATER DRIPPING IN ON THE TOP OF THE PCM.
TECH SEEKING HOTLINE ASSISTANCE.

RECOMM 10/26/2005 02:34PM JOHN HERDZIK MSS - FCSD - TECH SVC HOTLINE
ADVISED TECH HE NEEDS TO USE SILICONE TO SEAL UP THE COWL AREA WATER
LEAK. ADVISED TECH IF POSSIBLE TAKE PICTURE'S AND SEND THE PICS TO
E-MAIL ADDRESS JHERDZIK@FORD.COM

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 25, 2005 10:52 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: V229 PCM/AT water intrusion Meeting Matrix- Updated for Next Meeting 10/227/05, 8:30 am)

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)

Sent: Tuesday, October 25, 2005 8:28 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: RE: V229 PCM/AT water intrusion - Updated for Next Meeting 10/25/05, 8:30 am) - AWS data

<< File: AWS CALIMS BY PCM PART AND WATER.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them" - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Friday, October 21, 2005 8:43 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: V229 PCM/AT water intrusion - Updated for Next Meeting 10/25/05, 8:30 am)

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them" - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 18, 2005 4:20 PM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorolla.com'; Borneo, Joseph (J.A.)
Subject: Meeting Matrix

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them" - Jim Padilla, March 2005

From: Willis Nathan-G18576 [nathan.willis@motorola.com]
Sent: Wednesday, October 26, 2005 3:47 PM
To: Matysiewicz, Edwin (E.J.)
Subject: FW: Response for Sealed V229
Attachments: V229 Non-Sealed 1.doc

From: Moore Kevin-G11208
Sent: Wednesday, October 26, 2005 2:42 PM
To: Willis Nathan-G18576; Morley Jeff-G12133; McGovern Patrick-GUSR485
Subject: Response for Sealed V229

Nathan, Pat, Jeff:

Attached is the response for a sealed V229 ECU

To: Nathan Willis
Jeff Morely
Pat McGovern

Date: 10-26-05

Fm: Kevin Moore

Subject: Feasibility of Sealing the V229 Engine Controller

The V229 ECU is shown in Figure 1. This ECU was not designed as a sealed ECU. In contrast the U222 ECU, shown in Figure 2, was designed as a sealed ECU.

When designing a sealed ECU (U222 Figure 2) Motorola designs a seal path flange between the base, the cover, and the connector interfaces. A 3 silicone sealant bead is dispensed on this seal path, and when the mating surfaces are joined the bead spreads over the sealing path.

The V229 module was designed as a non sealed sheet metal module. There was no provision made for a sealing path, thus this module can not resist water intrusion. The interface of the mating parts is variable, in some cases a butt interface is formed, in other cases clearance is designed between the adjacent features.

Motorola does not have an implementation ready solution for converting the V229 to a sealed module.



Figure 1. The V229 module with the cover slightly open to show the butt interface of the cover, the base, and the connector.

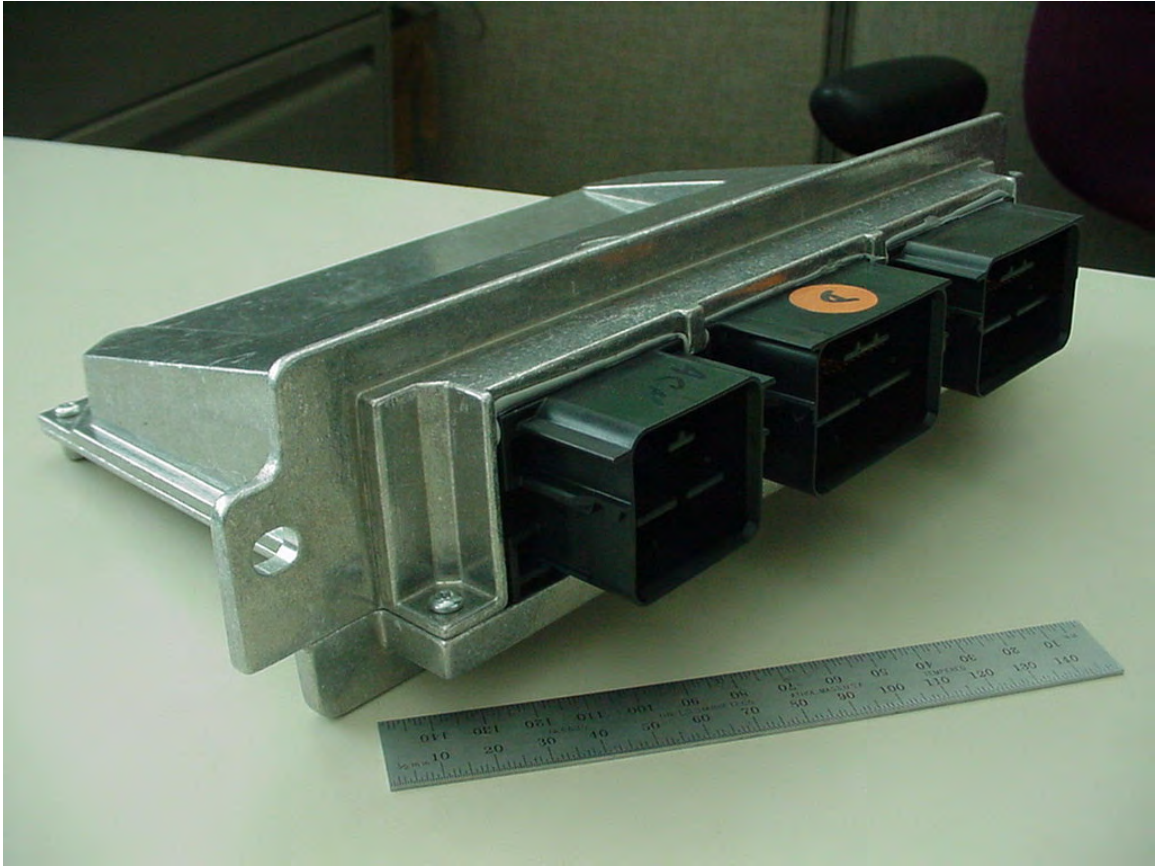


Figure 2. The U222 sealed ECU.

From: Campau, Patrick (P.J.)
Sent: Thursday, October 13, 2005 7:29 AM
To: Nasar, John (H.S.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Matysiewicz, Edwin (E.J.); Garrett, Dave (D.P.); Ufimzeff, Ben (B.); Hazel, Jeff (J.D.); Bayne, Rick (R.)
Subject: RE: Dealer Visit - New identified water leak path - PCM water intrusion

I received a call from Dave Yu from the legal Department, the TSB is dead as written. I can not include the PCM or PCM symptoms.

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

From: Nasar, John (H.S.)
Sent: Wednesday, October 12, 2005 8:19 AM
To: Campau, Patrick (P.J.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Matysiewicz, Edwin (E.J.); Garrett, Dave (D.P.); Ufimzeff, Ben (B.); Hazel, Jeff (J.D.); Bayne, Rick (R.)
Subject: FW: Dealer Visit - New identified water leak path - PCM water intrusion

All, pls find below info reported by PVT sealing engineer (Andy Fang) after visiting a dealer in Sudbury-Canada where there were four Freestars with water intrusion in the PCM. This data will be used to add more info in the TSB and execute an immediate corrective action in the plant until permanent corrective actions take place. Will further discuss in our CMT meeting this Thursday.

Regards,

JOHN NASAR

Ford Motor Company
Ford Customer Service Division
Windstar / Freestar / Monterey
PVT - Oakville Assembly Plant
Tel.: (905) 845 - 2511, ext.: 2371
Fax: (905) 845 - 9325
E-mail: hnasar@ford.com

"Dealers are our partners and we cannot be successful without them" - Jim Padilla, March 2005

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

From: Fang, Andy (A.)
Sent: Wednesday, October 12, 2005 8:02 AM
To: Nasar, John (H.S.); Hearn, Mark (E.)
Cc: Stever, Paul (P.G.); Stodola, Robert (R.J.); Syed, Nasir (N.S.); Janic, Alex (A.)
Subject: Dealer Visit

I was in Chelmsford, Ont, The Belanger Ford Lincoln on Friday 10/7/05 and reviewed two units with Emile Lavoie, Service Manager.

Both units identified as water drip to the top of PCM module.

Both units have condition as two of Cowl leaf screen metal clip are rusted. (DSC528, DSC525)(John has the sample). The water path was identified as the cowl leaf screen was not properly seated that allow the water go through the cowl leaf gimp (DSC0531) and then thru inside the gray clips (DSC533) then inside the cowl, soak the NVH foam inside the cowl, and drip out the tombstone to the top of PCM module.

I told the dealer Fix plan: 1.make sure the sheet metal holes are not distorted and flat to the cowl panel. 2. Seal all the gray clips and black plugs with sealer. (DSC518, DSC520)

There are numbers of root causes:1. Cowl leaf screen was not properly seated. 2. the rectangle cowl top holes were distorted that makes the gray clips very loose and water came thru the bottom of gray clips. (Don't know

the hole was damaged by the dealer or was damaged by the Plant). (DSC530)

Other two units were identified as water go thru PCM plug.

I have noticed that the wiper module was not tighten down to the cowl top and cause the water drip to the top of the PCM plug. (DSC541,DSC540).

<< File: DSC00528.JPG >> << File: DSC00525.JPG >> << File: DSC00531.JPG >> << File: DSC00533.JPG >> << File: DSC00518.JPG >> << File: DSC00520.JPG >> << File: DSC00530.JPG >> << File: DSC00541.JPG >> << File: DSC00540.JPG >>

If you need any additional information, please feel free to contact me.

Andy Fang

Oakville Assembly Plant - PVT Body Sealing / Six Sigma Black Belt

Tel: 905-845-2511 ext 3238 Fax: 905-845-9325

Pager: 905-845-2511 ext. 7777 ID: 257

afang@ford.com

From: Stever, Paul (P.G.)
Sent: Wednesday, October 12, 2005 10:57 AM
To: Fang, Andy (A.); Nasar, John (H.S.); Hearn, Mark (E.)
Cc: Stodola, Robert (R.J.); Syed, Nasir (N.S.); Janic, Alex (A.); Kulkarni, Arvind (A.)
Subject: RE: Dealer Visit

Thanks Andy ... good summary in identifying critical x's for further analysis and actions to be taken.

John/Mark ... I see that you have opened a BB project for this ... let's review daily and this would be a good item to review at the next PT VRT report out.

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

From: Fang, Andy (A.)
Sent: Wednesday, October 12, 2005 8:02 AM
To: Nasar, John (H.S.); Hearn, Mark (E.)
Cc: Stever, Paul (P.G.); Stodola, Robert (R.J.); Syed, Nasir (N.S.); Janic, Alex (A.)
Subject: Dealer Visit

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There are numbers of root causes:1. Cowl leaf screen was not properly seated. 2. the rectangle cowl top holes were distorted that makes the gray clips very loose and water came thru the bottom of gray clips. (Don't know the hole was damaged by the dealer or was damaged by the Plant). (DSC530)

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<< File: DSC00528.JPG >> << File: DSC00525.JPG >> << File: DSC00531.JPG >> << File: DSC00533.JPG >> << File: DSC00518.JPG >> << File: DSC00520.JPG >> << File: DSC00530.JPG >> << File: DSC00541.JPG >> << File: DSC00540.JPG >>

If you need any additional information, please feel free to contact me.

Andy Fang

Oakville Assembly Plant - PVT Body Sealing / Six Sigma Black Belt
Tel: 905-845-2511 ext 3238 Fax: 905-845-9325
Pager: 905-845-2511 ext. 7777 ID: 257
afang@ford.com

2005 10 8

DP09-004 0757

2005 10 8

2005 10 8



258

2005 10 8



2005 10 8

2005 10 8

2005 10 8

2005 10 8

DP09-004 0764

2005 10 8

1074

From: Brush, Eric (E.G.)
Sent: Wednesday, May 24, 2006 3:59 PM
To: Hearn, Mark (E.); Nasar, John (H.S.)
Cc: Shingleton, Leslie (L.E.)
Subject: RE: Electrica-Water in PCM causing driveability concerns

Mark / John: This is in line with what we discussed today in regards to a TSB needs to be updated or released.

As far as calling the dealers go no burnt plug engines are currently at Dealers. Are you guys going to call similar claims as they come in and ask for this condition?

I know we stated we need to review all the claims we have to date to see if they fit this resolution. I will try to get the matrix updated by COB this week so we can review Monday as a team.

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

From: Shingleton, Leslie (L.E.)
Sent: Wednesday, May 24, 2006 3:09 PM
To: Brush, Eric (E.G.); Hearn, Mark (E.)
Cc: Nasar, John (H.S.)
Subject: Electrica-Water in PCM causing driveability concerns

Per our CMT update today the cause on a vehicle pulled off the line is that the sealer on the firewall was protruding out causing the cover on the PCM not to seat properly. This allowed the water to enter behind the cover and thus into the hole near the fold of the housing.

Question that came up in the meeting is: Can someone call the technicians on the latest engine exchanges to see if this exists on them as well. I am looking to update the old TSB to incorporate the latest findings as a possibility of a water entry. If this concern doesn't exist on the other vehicles we need to keep looking into this. If it does exist we have a much better confidence level that it can be fixed and won't happen again.

Please advise if you want me to call or if you already have a contact to discuss this with.

Thank you.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Escape Hybrid, Freestar, Think, LS/T-Bird
FCSD/SEO
313-845-4684 Office/FAX (Mon, Tues, Wed)
248-669-0575 Telecommuting Office (Thursday)
313-851-0995 Text Pager (Ishingle)

If you can stay calm, while all around you is chaos...then you probably haven't completely understood the seriousness of the situation.

From: Hearn, Mark (E.)
Sent: Wednesday, May 24, 2006 4:37 PM
To: Shingleton, Leslie (L.E.); Brush, Eric (E.G.)
Cc: Nasar, John (H.S.)
Subject: RE: Electrica-Water in PCM causing driveability concerns

Follow Up Flag: Follow up
Due By: Tuesday, May 30, 2006 9:30 AM
Flag Status: Red

Leslie,

I am fully aware of this issue because I proved it earlier this week after an intense team investigation. We concluded our trial this week and have set up first line containment in the plant.

Between Eric and myself we will contact the recent claims with similar engine symptoms and codes to verify our findings.

However, based on our findings here we are confident that the TSB should be updated to include inspection and correction of this condition.

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

From: Shingleton, Leslie (L.E.)
Sent: Wednesday, May 24, 2006 3:09 PM
To: Brush, Eric (E.G.); Hearn, Mark (E.)
Cc: Nasar, John (H.S.)
Subject: Electrica-Water in PCM causing driveability concerns

Per our CMT update today the cause on a vehicle pulled off the line is that the sealer on the firewall was protruding out causing the cover on the PCM not to seat properly. This allowed the water to enter behind the cover and thus into the hole near the fold of the housing.

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Please advise if you want me to call or if you already have a contact to discuss this with.

Thank you.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Escape Hybrid, Freestar, Think, LS/T-Bird
FCSD/SEO
313-845-4684 Office/FAX (Mon,Tues,Wed)
248-669-0575 Telecommuting Office (Thursday)
313-851-0995 Text Pager (lshingle)

If you can stay calm, while all around you is chaos...then you probably haven't completely understood the seriousness of the situation.

From: Syed, Nasir (N.S.)
Sent: Wednesday, November 02, 2005 3:41 PM
To: 'Jenkins, Lonnie E.'
Cc: Nasar, John (H.S.); Suder, Ronald J.
Subject: RE: Foam seal data sheets

Lonnie,

Thanks for the info can you please also provide the Ford spec for both types of foam.

Regards,
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Jenkins, Lonnie E. [mailto:lej@araymondusa.com]
Sent: Wednesday, November 02, 2005 2:34 PM
To: Syed, Nasir (N.S.)
Cc: Nasar, John (H.S.); Suder, Ronald J.
Subject: Foam seal data sheets

Nasir

It was a pleasure meeting you and your co-workers yesterday. Please find attached the data sheets for the current and proposed foam seal material. We are working on the other data you requested and will send it as soon as it is complete. If you have any other questions, please let me know.

Regards

Lonnie Jenkins
Manufacturing Manager
A.Raymond Inc.
Desk 248-853-2500 ext.328
Mobile 248-535-2158
Fax 248-853-2721

<<3594_001.pdf>> <<3595_001.pdf>>

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for the exclusive use of the addressee. Any distribution, use or reproduction is unauthorized and prohibited. If you are not the addressee, then please DO NOT read, copy or distribute it, but reply to the sender that you received it in error and delete it. Thank you.

Rubberlite

Incorporated

OPP-3502

Proposed
Foam
SealPOLYMER

CROSS-LINKED POLYETHYLENE

FLAMMABILITY SPECIFICATIONS

FMVSS-302

PASS, ≥ .312"

| PHYSICAL PROPERTY | TEST METHOD | UNIT OF MEASURE | RESULT |
|---------------------------------|-----------------------|--------------------------------------|--------------------------|
| COMPRESSION DEFLECTION @25% | ASTM D 3575 | psi kPa | 8 55 |
| DENSITY | ASTM D 3575 | pcf g/cm ³ | 3.6-4.4 .058-.071 |
| WATER ABSORPTION MAX. | ASTM D 1667 | lb/ft ² OF CUT SURFACE | .04 |
| TENSILE STRENGTH | ASTM D 3575 | psi kPa | M= 141 CM=106 972 731 |
| ELONGATION MINIMUM | ASTM D 3575 | % | M= 299 CM=321 |
| THERMAL STABILITY 3 HRS @ 180°F | BASED ON ASTM D 3575* | % | M= -3.3 CM= -1.5 |
| THERMAL CONDUCTIVITY | ASTM C 177-85 | K FACTOR @70°F | .30 |
| COLOR | N/A | N/A | WHITE/BLACK |

M= MACHINE DIRECTION

CM= CROSS MACHINE DIRECTION

* ASTM D 3575 CALLS FOR 3 HRS @ 158°F

PRODUCT CHARACTERISTICS:

GOOD MECHANICAL PROPERTIES

SMOOTH SKIN

LOW WATER ABSORPTION

GOOD THERMAL INSULATOR

EXCELLENT CHEMICAL RESISTANCE

CONTINUOUS ROLLS

This information is furnished as a guide for selecting materials. Rubberlite Inc. disclaims liability for results or use of this information. It is the customer's responsibility to obtain and test samples when determining suitability of material for a particular application.

10-99

CURRENT
FORM SEAL



American National Rubber, P.O. Box 878 Newark, NY 07102 1-800-824-3410

DATA SHEET

| | | |
|--|-------------------|---------------|
| NEOPRENE/EPDM/SBR BLEND | | 4311-N |
| Color: | | Black |
| Specifications: | ASTM D-1056-01 | 2A3 |
| | ASTM D-1056-67(1) | SCE 43 |
| | SAE J18-00 | 2A3 |
| | GM 6086M(3) | IIIA |
| 25% Compression Deflection (PSI) | | 9 - 13 |
| Shore 00 Durometer (Approximate) | | 50 - 70 |
| Density (Approximate p.c.f.) | | 8 - 13 |
| Water Absorption By Weight | | 5% |
| Temperature Range | | -70 to 225 F |
| Weather Resistance: | UV | Fair |
| | Ozone | Good |
| Accelerated Linear Shrinkage (Typical) | | 10% |
| Tensile Strength (Typical) | | 70 PSI |
| Elongation (Typical) | | 120% |
| Flammability: | FM VSS No. 302 | Pass |

(1)Obsolete specification listed for reference only. ANR certifies to most recent revision of ASTM D-1056 and SAE J18.

(3)Certain sections of this specification will not apply to all products. Contact Customer Service for details.

American National Rubber disclaims responsibility for results of use of this information, which is furnished without charge, or of any product mentioned herein. It is the user's responsibility to make and be guided by his own testing before making a final decision on the type of material to be used in any application.

01/03

From: Warm, David (D.L.)
Sent: Thursday, May 10, 2007 7:48 AM
To: Ostroski, Greg (G.M.)
Cc: Arszulowicz, Ken (K.J.); Shingleton, Leslie (L.E.); corey.eiden@honeywell.com
Subject: RE: Heads up - Additional testing with 516B057

I will put in the request.

What are you looking for on the environmental chamber. Hot or Cold testing?

Are you looking for 7% grade and environmental? Not sure if that is available to that grade but will check.

If I understand your request you want the following

Days: 5
Hours per day: 4
Site: Environmental - Hot / Cold (please identify)
Grade capability: up to 7%
Dayshift requested.
Steady state blocktime

Please let me know if I missed something.

Thanks
David Warm
313-805-5480
Focus - V227 - FSAO
Powertrain Calibration

From: Ostroski, Greg (G.M.)
Sent: Wednesday, May 09, 2007 5:59 PM
To: Warm, David (D.L.)
Cc: Arszulowicz, Ken (K.J.); Shingleton, Leslie (L.E.); corey.eiden@honeywell.com
Subject: Heads up - Additional testing with 516B057

David,

Can you please submit paperwork for more steady-state tests? Testing at APTL is going well, but next week we plan to take the vehicle to MPG for water intrusion testing. Please submit for the week after - same as what we're doing this week: 4 hrs/day, 5 days. Day shift is desired.

At this point, we'd rather have the block time scheduled and then cancel it if not needed than have to try to get it after we decide we need it.

Can you please also put in the request that we'd like an environmental chamber, and one which is capable of at least 7% grade? We've tested up to 7% here on site 46, but the technologists tell us we're "near the limits". If we can't get an environmental site, that's fine. Again, we'd like to be prepared ahead of time for what we might need week after next.

Regards,

Greg Ostroski

From: Ostroski, Greg (G.M.)
Sent: Thursday, May 10, 2007 9:48 AM
To: Shingleton, Leslie (L.E.)
Cc: Arszulowicz, Ken (K.J.)
Subject: RE: Heads up - Additional testing with 516B057

Leslie,

Testing to date has shown that water intrusion into the PCM induces misfire via shorting of the coil drivers. It only takes an individual drop of water on a coil driver's connections to the circuit board to short out its two cylinders. Removing the water drop restores coil function. We have seen some evidence so far that cylinder #3 increased in temp as other cylinders decreased due to shorted coil drivers. The operating condition was 2nd gear throttle crowd starting around 25 mph, with water on the #1&5 coil driver. We have some data last night which duplicates this condition and are going through the data today.

Regards,

Greg Ostroski

Six-Sigma Black Belt

PTE Cost & Quality, Dept. 5100T362

Bldg 2, Cube 24B32

Cell: 313-805-0018

gostrosk@ford.com

From: Shingleton, Leslie (L.E.)
Sent: Thursday, May 10, 2007 7:22 AM
To: Ostroski, Greg (G.M.)
Cc: Arszulowicz, Ken (K.J.)
Subject: RE: Heads up - Additional testing with 516B057
Importance: High

This was my update from last week; can you provide some details surrounding your misfire duplication? Did the cylinder temperatures go up? I need the update by 9 am if possible, I have the update meeting at 10 am.

Thanks.

5/3/07: Engineering still unable to mimic cylinder High temperature causing melted electrodes. Status remains red due to timing for identifying root cause is beyond target. Team still needs to focus on root cause, at this point water intrusion has not been directly linked to this particular failure mode.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think, Ford GT
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Ostroski, Greg (G.M.)

Sent: Wednesday, May 09, 2007 5:59 PM

To: Warm, David (D.L.)

Cc: Arszulowicz, Ken (K.J.); Shingleton, Leslie (L.E.); corey.eiden@honeywell.com

Subject: Heads up - Additional testing with 516B057

David,

Can you please submit paperwork for more steady-state tests? Testing at APTL is going well, but next week we plan to take the vehicle to MPG for water intrusion testing. Please submit for the week after - same as what we're doing this week: 4 hrs/day, 5 days. Day shift is desired.

At this point, we'd rather have the block time scheduled and then cancel it if not needed than have to try to get it after we decide we need it.

Can you please also put in the request that we'd like an environmental chamber, and one which is capable of at least 7% grade? We've tested up to 7% here on site 46, but the technologists tell us we're "near the limits". If we can't get an environmental site, that's fine. Again, we'd like to be prepared ahead of time for what we might need week after next.

Regards,
Greg Ostroski

From: Hazel, Jeff (J.D.)
Sent: Monday, June 13, 2005 9:55 AM
To: Fang, Andy (A.); Nasar, John (H.S.); King, Robert (R.F.)
Subject: RE: Mailing Address

Bob,

Any pictures taken by the dealer (or yourself)?

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

From: Fang, Andy (A.)
Sent: Monday, June 13, 2005 9:49 AM
To: Nasar, John (H.S.)
Cc: Hazel, Jeff (J.D.)
Subject: RE: Mailing Address

any photos?

Andy Fang

Oakville Assembly Plant - PVT Body Sealing / Six Sigma Black Belt
Tel: 905-845-2511 ext 3238 Fax: 905-845-9325
Pager: 905-845-2511 ext. 7777 ID: 257
afang@ford.com

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

From: Nasar, John (H.S.)
Sent: Monday, June 13, 2005 9:06 AM
To: Fang, Andy (A.)
Cc: Hazel, Jeff (J.D.)
Subject: RE: Mailing Address

Andy, here is one for you if you need to get field data.

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

From: Hazel, Jeff (J.D.)
Sent: Monday, June 13, 2005 8:42 AM
To: Nasar, John (H.S.)
Subject: FW: Mailing Address

John,

FYI...the one in Missouri came back again w/ water in PCM. Bob said the sealer was squeezed out.

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

From: King, Robert (R.F.)
Sent: Monday, June 13, 2005 8:32 AM
To: Hazel, Jeff (J.D.)
Subject: RE: Mailing Address

Three times in for water in PCM. Vehicle stuck in 4th gear or would not move. Spoke with the tech Friday. Tech found sealer skip in the seam above. I'll send you the sealer that was squeezed out.

Bob King
FSE FCSD-KC Region 53, District Zones A3 & B3
913-217-2137 W
816-539-3252 F
816-678-6004 M

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

From: Hazel, Jeff (J.D.)
Sent: Monday, June 13, 2005 6:18 AM
To: King, Robert (R.F.)
Subject: Mailing Address

Bob,

Had an off-site Friday so I just got your message.

Mailing address is:

Jeff Hazel
Diagnostic Service Center 2, Cube 541
1800 Fairlane Drive
Allen Park, MI 48101

Jeff Hazel

FCSD - Service Engineering Operations
Product Concern Engineer
Room 541, Diagnostic Service Center II
1800 Fairlane Drive, Allen Park, MI 48101

Tel/Fax: 313-206-4534

[***jhazel@ford.com***](mailto:jhazel@ford.com)

From: Nienhuis, Jeffrey (J.W.)
Sent: Wednesday, May 30, 2007 1:24 PM
To: Shingleton, Leslie (L.E.); Nowaczyk, Rick (R.J.)
Cc: Nasar, John (H.S.)
Subject: RE: meeting

OK....Quick Recap of yesterdays FQR. Honestly...I never had to say a thing! Brian Wolfe, Kevin Layden and Julie McCoy basically said exactly what we have been raising. How do we know tat water is the culprit?

They want:

- Conformation that water in the PCM can effect control of Spark Advance or any other condition to cause Pre Ignition.
- Verify that the Pre Ignition is not being caused by other sources (combustion chamber hot spots, etc.....)
- Brian asked for daily or weekly updates (can't recall where exactly they settled out on this one.

Ken did a very good job of laying out accurately what we did and didn't know. I didn't get the sense they were stretching the truth in any way.

Jeff Nienhuis

Manager - Customer Service Engineering
Current and Future Model - Small FWD/RWD NA Car
Tel: 313-337-2600
Fax: 313-323-8042

From: Shingleton, Leslie (L.E.)
Sent: Wednesday, May 30, 2007 12:23 PM
To: Nienhuis, Jeffrey (J.W.); Nowaczyk, Rick (R.J.)
Cc: Nasar, John (H.S.)
Subject: RE: meeting

They even lost the license plate for the customer and were frantically looking for it yesterday. ☺

Leslie Shingleton
Program Manager, Engine Remanufacturing
Aftermarket Engineering & Remanufacturing Operations (AERO)
Ford Motor Company – FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Nienhuis, Jeffrey (J.W.)
Sent: Wednesday, May 30, 2007 12:13 PM
To: Shingleton, Leslie (L.E.); Nowaczyk, Rick (R.J.)
Cc: Nasar, John (H.S.)
Subject: RE: meeting

Told Ya! In the end they did log in but the connection was so terrible so they ditched the call. I will give you the low down later once I get out from under this mountain.

Jeff Nienhuis

Manager - Customer Service Engineering

Current and Future Model - Small FWD/RWD NA Car

Tel: 313-337-2600

Fax: 313-323-8042

From: Shingleton, Leslie (L.E.)
Sent: Tuesday, May 29, 2007 4:26 PM
To: Nowaczyk, Rick (R.J.)
Cc: Nienhuis, Jeffrey (J.W.); Nasar, John (H.S.)
Subject: RE: meeting

I couldn't get in either. I got kicked out many times.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think, Ford GT
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Nowaczyk, Rick (R.J.)
Sent: Tuesday, May 29, 2007 3:24 PM
To: Shingleton, Leslie (L.E.)
Subject: RE: meeting

Did they cancel this meeting?

Regards,
Rick Nowaczyk
FCSD PVT/PCE Expedition/Navigator
DSC-I Cube 173
Phone# 1-313-317-6303
E-mail: rnowaczy@ford.com

From: Shingleton, Leslie (L.E.)
Sent: Tuesday, May 29, 2007 2:02 PM
To: Nienhuis, Jeffrey (J.W.)
Cc: Nasar, John (H.S.); Nowaczyk, Rick (R.J.)
Subject: RE: meeting

I'll call in at 3:15 to be safe.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think, Ford GT
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Nienhuis, Jeffrey (J.W.)
Sent: Tuesday, May 29, 2007 1:59 PM
To: Shingleton, Leslie (L.E.)

Subject: RE: meeting

OK.....Hidden under controls.

Jeff Nienhuis

Manager - Customer Service Engineering
Current and Future Model - Small FWD/RWD NA Car
Tel: 313-337-2600
Fax: 313-323-8042

From: Shingleton, Leslie (L.E.)
Sent: Tuesday, May 29, 2007 1:57 PM
To: Nienhuis, Jeffrey (J.W.)
Subject: meeting

Ken said that we are on for 3:30 under Julie McCoy for the calibration section.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think, Ford GT
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Matysiewicz, Edwin (E.J.)
Sent: Thursday, October 27, 2005 9:18 AM
To: Nasar, John (H.S.); Fang, Andy (A.)
Cc: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); Borneo, Joseph (J.A.); 'nathan.willis@motorola.com'; Ufimzeff, Ben (B.)
Subject: RE: Meeting Matrix

John and Andy:

I request that you add these assignments on the spray in body foam that is getting soggy and soaked in water when the clips leak:

#1-Find out if the spray in body foam could be made water resistant [change the spec]. It should be made to prevent water flowing into the passenger compartment.

#2-Find out if the spray in body foam could be made to seal all the body holes

#3-Find out if the spray in body foam could be done after the leaky clips are installed, so that the foam will seal the clips, or seal the hole if a clip is left out during assembly.

#4-Find out if a rubber mat with glue on one side could be used for field service water leak repair.

Thanks

Ed

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

From: Nasar, John (H.S.)
Sent: Thursday, October 20, 2005 12:21 PM
To: Matysiewicz, Edwin (E.J.)
Cc: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); Borneo, Joseph (J.A.); 'nathan.willis@motorola.com'
Subject: RE: Meeting Matrix

Ed, there is not intension to make a change to the PCM, but I have one question why are we installing the PCM upside down in the plant? are you aware of that issue? We discussed this issue with Nathan in our meeting this morning and could not find an answer.

We have holes at the top of the PCM and nothing at the bottom which is a perfect condition for water accumulation. Is this according to design intent? I just want to know if the plant is doing something wrong in the process that we can fix.

Thanks

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Matysiewicz, Edwin (E.J.)
Sent: Thursday, October 20, 2005 12:12 PM
To: Nasar, John (H.S.)
Cc: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorolla.com';

Subject: Borneo, Joseph (J.A.)
RE: Meeting Matrix

John
The PCM is not a root cause of the V229 water leaks, but the body structure is the primary cause.
Retooling the PCM to make it waterproof would be a large task, and it would be costly, due to the low volume and limited lifespan of the V229 platform.
There is no short term action that I could take to make the V229 waterproof.
Please take the PCM off of your matrix as the root cause as it is not the root cause, but the body structure seal is the root cause.
Thanks
Ed

-----Original Message-----
From: Nasar, John (H.S.)
Sent: Tuesday, October 18, 2005 4:20 PM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorolla.com'; Borneo, Joseph (J.A.)
Subject: Meeting Matrix

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

From: Dreiocker, Rene [rd@araymondusa.com]
Sent: Thursday, December 08, 2005 5:09 PM
To: Syed, Nasir (N.S.); Nasar, John (H.S.)
Cc: Hearn, Mike (M.P.); Suder, Ronald J.
Subject: RE: New foam seals

Attachments: 2887_001.pdf



2887_001.pdf
(78 KB)

Nasir, John,

Attached please find the spec sheets for the current material F-5013 and the new proposed material F-5091. The main difference between both is the grade of hardness. The new material has a softer grade and a much better compression set than the current material. With the increase of the thickness we basically provide you a foam seal with a better capability to accommodate any unevenness that the sheet metal might have. You will get a better sealing effect with a better compression set.

Please let us know if you need any further information on this.

Thanks.

Rene

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]
Sent: Wednesday, December 07, 2005 4:54 PM
To: Suder, Ronald J.; Nasar, John (H.S.)
Cc: Dreiocker, Rene; Hearn, Mike (M.P.)
Subject: RE: New foam seals

Ron,

Thanks for the response the reason why I am emphasizing on the reason why the current foam collapsed is I dont want the new foam to do the same and six months down the road you and I talking about it again and trying a different foam, if we made a bad choice before thats fine with me let's make sure we make the right choice this time. What property of current foam relates to collapsing compare it with new one and see if we have a risk.

Let's do it right this time, I want to cover all bases, especially when we know of a failure mode. And this should have happened before we talk about cost and timing, do you agree. Let's get things rolling fast.

Regards,
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]
Sent: Wednesday, December 07, 2005 4:36 PM
To: Syed, Nasir (N.S.); Nasar, John (H.S.)

Cc: Dreiocker, Rene
Subject: RE: New foam seals

Nasir, I will have the new pricing tomorrow morning. Rene, any word from the foam supplier regarding the foam seal collapsing. Nasir, in my opinion there might not be an answer and that is the nature of that foam material, that it collapses and has no memory. So it is not a failure of the foam but a bad choice we made in the past to use this foam material. I have no problem with you taking this to a higher level. Again, I will have the cost and timing for the new foam tomorrow morning. Thanks

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]
Sent: Wednesday, December 07, 2005 8:17 AM
To: Suder, Ronald J.; Nasar, John (H.S.)
Subject: RE: New foam seals

Ron,

Please expedite the process we are ready to kick off the change, also how about the responses from your foam supplier. Seems like they are taking the old foam collapsing not very serious, which is disappointing. This a failure of parts in the field, we have provided failed parts for analysis, what is the excuse for not having the analysis after 6 weeks, I don't want to raise this to higher level but I am running out of time.

Regards,
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]
Sent: Tuesday, December 06, 2005 2:06 PM
To: Nasar, John (H.S.); Syed, Nasir (N.S.)
Subject: New foam seals

John / Nasir, my estimating department is still waiting for the pricing on the new gaskets. As soon as I get them I will call you. Sorry for the delay.

Thank You,

Ronald Suder
A. Raymond, Inc
3091 Research drive
Rochester Hills, MI 48309

Phone: (248) 853-2500
Cell: (734) 751-8353
E-mail: RJS@ARAYMONDUSA.COM

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Att: Jim Hammond

TYPICAL PROPERTIES OF F-5013

POLYMER NEOPRENE/EPDM/SBR

SPECIFICATIONS

| | |
|-----------------------------|---------------------------------|
| ASTM D 1056-67 | SCE43 |
| ASTM D 1056-78 | RE43 |
| ASTM D 1056-85, 91, 98 | 2A3 <i>Current Harder Grade</i> |
| MIL-R-6130C TY/GR/CONDITION | II-A MED |
| MIL-C-3133C MIL STD 670 B | SCE11 |
| UL 157/UL 50/UL 508 | LISTED |

FLAMMABILITY SPECIFICATIONS

| | |
|-------------|--------|
| UL-94-HF-1 | LISTED |
| UL-94-HBF | PASS |
| MIL-R-6130C | PASS |
| FMVSS-302 | PASS |

| PHYSICAL PROPERTY | TEST METHOD | UNIT OF MEASURE | RESULT |
|--|-----------------------|------------------------------|---------------------|
| COMPRESSION DEFLECTION @25% | ASTM D 1056 | psi kPa | 9-13 62-90 |
| DENSITY | ASTM D 3575 | pcf g/cm ³ | 7-11 .112-.176 |
| WATER ABSORPTION MAX. WEIGHT CHANGE | ASTM D 1056 | % | 5 |
| TEMPERATURE RANGE | N/A | °F | -40 TO +200 |
| HIGH INTERMITTENT | N/A | °F | +250 |
| TENSILE STRENGTH | ASTM D 412 (DIE A) | psi kPa | 100 690 |
| ELONGATION MINIMUM | ASTM D 412 (DIE A) | % | 150 |
| ACCEL. AGING (7 DAYS@158°F) FLEXIBILITY (NO CRACKING) APPEARANCE CHANGE CHANGE IN COMPRESSION DEFLECTION | ASTM D 1056 | N/A 180° BEND N/A % | PASS NONE ±30 |
| THERMAL CONDUCTIVITY | ASTM C 177-85 | K FACTOR | .38 |
| COLOR | N/A | N/A | BLACK |

| RESISTANCE TO: | | | |
|-----------------------|-----------|----------------------|-----------|
| ACID | EXCELLENT | OZONE | EXCELLENT |
| ALKALI | EXCELLENT | KETONES | FAIR |
| GASOLINE AND OIL | FAIR | CHLORINATED SOLVENTS | POOR |
| AROMATIC HYDROCARBONS | FAIR | OXIDATION | EXCELLENT |

This information is furnished as a guide for selecting materials. Rubberlite Inc. disclaims liability for results or use of this information. It is the customer's responsibility to obtain and test samples when determining suitability of material for a particular application. 10-02

P.O. BOX 2965 • HUNTINGTON, WEST VIRGINIA • TELEPHONE (304) 525-3116 • FAX (304) 523-4316

Att: Jim Hammond



TYPICAL PROPERTIES OF F-5091

POLYMER

NEOPRENE/EPDM/SBR

SPECIFICATIONS

ASTM D 1056-67 _____ RE 41
 ASTM D 1056-85, 91, 98, 00 _____ 2A1 *New softer Grade*
 MIL-R-6130C TYPE/GRADE/CONDITION _____ II-B/C-SOFT
 MIL-C-3133C & MIL-STD-670B _____ RE3

FLAMMABILITY SPECIFICATIONS

FMVSS-302 _____ PASS (3/16" OR THICKER)

| PHYSICAL PROPERTY | TEST METHOD | UNIT OF MEASURE | RESULT |
|---|--------------------|-----------------|---------------------------|
| COMPRESSION DEFLECTION @25% | ASTM D 1056 | psi kPa | 2.0 - 5.0 14 - 34 |
| DENSITY | ASTM D 1056 | pcf g/cm³ | 3.0 - 5.0 .048 - .080 |
| WATER ABSORPTION | ASTM D 1056 | % MAX | 5 |
| TENSILE STRENGTH | ASTM D 412 (DIE A) | psi kPa | 50 345 |
| ELONGATION MINIMUM | ASTM D 412 (DIE A) | % | 125 |
| COMPRESSION SET @50% (B2 OR B3) | ASTM D 1056 | % MAX | 40 |
| OVEN AGED 7 DAYS @ 158°F CHANGE IN COMPRESSION DEFLECTION & FLEXIBILITY | ASTM D 1056 | % 180° BEND | +/- 30 PASS |
| OZONE RESISTANCE | ASTM D 1171 | RATING | 0 |
| THERMAL CONDUCTIVITY | ASTM C 177 | K FACTOR | .30 |
| TEMPERATURE RANGE | N/A | °F °C | -40 TO +200 -40 TO +92 |
| HIGH INTERMITTENT | N/A | °F °C | +250 +120 |
| COLOR | N/A | N/A | BLACK |

| | | |
|-----------------------------|-----------|--------------------------------|
| RESISTANCE TO: | | |
| ACID | EXCELLENT | OZONE..... EXCELLENT |
| ALKALI | EXCELLENT | KETONES..... FAIR |
| GASOLINE AND OIL | FAIR | CHLORINATED SOLVENTS..... POOR |
| AROMATIC HYDROCARBONS | FAIR | OXIDATION..... EXCELLENT |

This information is furnished as a guide for selecting materials. Rubberlite Inc. disclaims liability for results or use of this information. It is the customer's responsibility to obtain and test samples when determining suitability of material for a particular application. Issue 1 2/04/04

P.O. BOX 2965 • HUNTINGTON, WEST VIRGINIA • TELEPHONE (304) 525-3116 • FAX (304) 523-4316
 www.rubberlite.com

From: Dreiocker, Rene [rd@araymondusa.com]
Sent: Monday, December 12, 2005 10:26 AM
To: Syed, Nasir (N.S.); Nasar, John (H.S.)
Cc: Hearn, Mike (M.P.); Suder, Ronald J.
Subject: RE: New foam seals

Hello Nasir,

We have showed the returned samples you gave us to our foam seal supplier and discussed that case with him. The new foam seal material is F-5091. It has a compression set of 40% max. The spec sheet of the current material F-5031 does not even show a compression set. According to our supplier that is because this material has a very poor compression set property. Further on the new foam seal is thicker (2.5 mm). With a permanent set of 40 % we have 1.5 mm left which is the original thickness of the current seals without any set.

We feel pretty confident that this will solve the leakage issues that we had in the past.
Thanks.

Rene

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]
Sent: Friday, December 09, 2005 10:28 AM
To: Dreiocker, Rene; Nasar, John (H.S.)
Cc: Hearn, Mike (M.P.); Suder, Ronald J.
Subject: RE: New foam seals

Thanks Rene,

That's good info and that leads me to conclude that one reason why we leak water currently as a common cause is foam is not the best to conform to the surface and is not compressed enough.

Now the only question still left unanswered is the special case which is what caused the current foam to collapse and loose its compressibility altogether (sample from field return). And how that has been addressed so that we have a confidence that this will not happen with the new foam.

Regards
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Dreiocker, Rene [mailto:rd@araymondusa.com]
Sent: Thursday, December 08, 2005 5:09 PM
To: Syed, Nasir (N.S.); Nasar, John (H.S.)
Cc: Hearn, Mike (M.P.); Suder, Ronald J.

Subject: RE: New foam seals

Nasir, John,

Attached please find the spec sheets for the current material F-5013 and the new proposed material F-5091. The main difference between both is the grade of hardness. The new material has a softer grade and a much better compression set than the current material. With the increase of the thickness we basically provide you a foam seal with a better capability to accommodate any unevenness that the sheet metal might have. You will get a better sealing effect with a better compression set.

Please let us know if you need any further information on this.

Thanks.

Rene

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]

Sent: Wednesday, December 07, 2005 4:54 PM

To: Suder, Ronald J.; Nasar, John (H.S.)

Cc: Dreiocker, Rene; Hearn, Mike (M.P.)

Subject: RE: New foam seals

Ron,

Thanks for the response the reason why I am emphasizing on the reason why the current foam collapsed is I dont want the new foam to do the same and six months down the road you and I talking about it again and trying a different foam, if we made a bad choice before thats fine with me let's make sure we make the right choice this time. What property of current foam relates to collapsing compare it with new one and see if we have a risk. Let's do it right this time, I want to cover all bases, especially when we know of a failure mode. And this should have happened before we talk about cost and timing, do you agree. Let's get things rolling fast.

Regards,

Nasir A Syed

PVT, Sheet Metal,

Oakville Assembly plant,

Ph : 905 845 2511 X 3489

Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]

Sent: Wednesday, December 07, 2005 4:36 PM

To: Syed, Nasir (N.S.); Nasar, John (H.S.)

Cc: Dreiocker, Rene

Subject: RE: New foam seals

Nasir, I will have the new pricing tomorrow morning. Rene, any word from the foam supplier regarding the foam seal collapsing. Nasir, in my opinion there might not be an answer and that is the nature of that foam material, that it collapses and has no memory. So it is not a failure of the foam but a bad choice we made in the past to use this foam material.

I have no problem with you taking this to a higher level.

Again, I will have the cost and timing for the new foam tomorrow morning.

Thanks

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

From: Syed, Nasir (N.S.) [mailto:nasyed1@ford.com]

Sent: Wednesday, December 07, 2005 8:17 AM

To: Suder, Ronald J.; Nasar, John (H.S.)

Subject: RE: New foam seals

Ron,

Please expedite the process we are ready to kick off the change, also how about the responses from your foam supplier. Seems like they are taking the old foam collapsing not very serious, which is disappointing. This a failure of parts in the field, we have provided failed parts for analysis, what is the excuse for not having the analysis after 6 weeks, I don't want to raise this to higher level but I am running out of time.

Regards,

Nasir A Syed

PVT, Sheet Metal,

Oakville Assembly plant,

Ph : 905 845 2511 X 3489

Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]

Sent: Tuesday, December 06, 2005 2:06 PM

To: Nasar, John (H.S.); Syed, Nasir (N.S.)

Subject: New foam seals

John / Nasir, my estimating department is still waiting for the pricing on the new gaskets. As soon as I get them I will call you.

Sorry for the delay.

Thank You,

Ronald Suder

A. Raymond, Inc

3091 Research drive

Rochester Hills, MI 48309

Phone: (248) 853-2500

Cell: (734) 751-8353

E-mail: RJS@ARAYMONDUSA.COM

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From: Janic, Alex (A.)
Sent: Friday, October 07, 2005 11:42 AM
To: Nasar, John (H.S.)
Cc: Fang, Andy (A.); Hearn, Mark (E.); Kulkarni, Arvind (A.)
Subject: RE: PCM water contamination

Attachments: PCM W Leak 07.jpg; PCM W Leak 06.jpg; PCM W Leak 05.jpg; PCM W Leak 04.jpg; PCM W Leak 03.jpg; PCM W Leak 02.jpg; PCM W Leak 01.jpg

John,

These are the images per yours request. Drawing for the associated parts you can find in:

MP- 3F23- 010104- B1
MP- 3F23- 010104- B6
MP- 3F23- 010102- B2
MP- 3F23- 010102- B3



PCM W Leak 07.jpg (147 KB) PCM W Leak 06.jpg (125 KB) PCM W Leak 05.jpg (160 KB) PCM W Leak 04.jpg (163 KB) PCM W Leak 03.jpg (153 KB) PCM W Leak 02.jpg (108 KB) PCM W Leak 01.jpg (167 KB)

Alex Janic

FORD Oakville Assembly Plant

PVT V229 Body Structures Engineer

Phone: 905 845 2511, ext 3702

Pager: 905-845-2511, ext.7777, pin031#

Fax: 905 845 9325

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

From: Nasar, John (H.S.)
Sent: Friday, October 07, 2005 10:21 AM
To: Janic, Alex (A.)
Subject: PCM water contamination

Hi Alex, pls send me the sheet metal part numbers of the PCM area to pull the drawing from C3P. Also send the captured image, may be I can use it in my TSB, Thanks.

Regards,

JOHN NASAR

Ford Motor Company

Ford Customer Service Division

Windstar / Freestar / Monterey

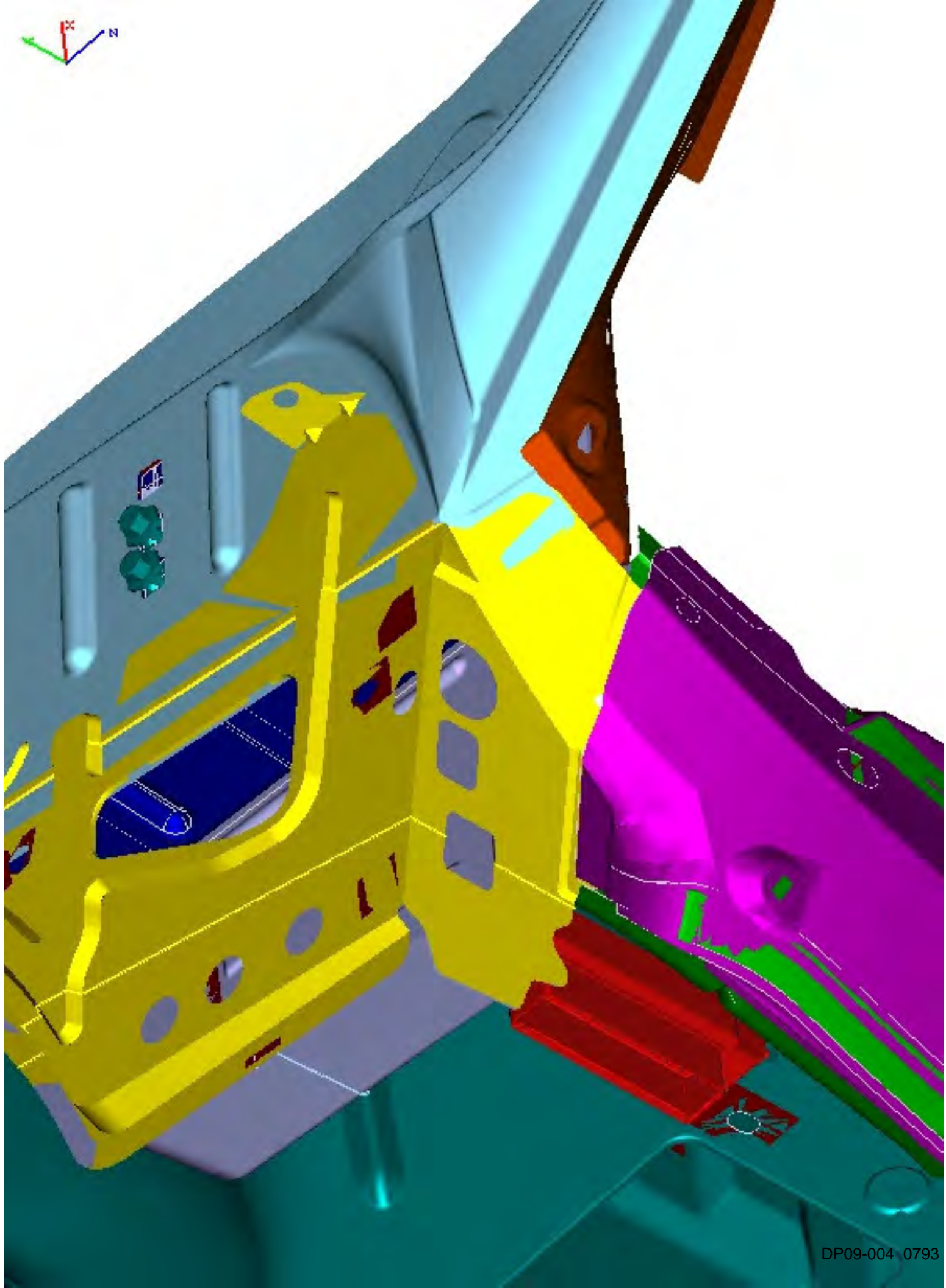
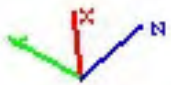
PVT - Oakville Assembly Plant

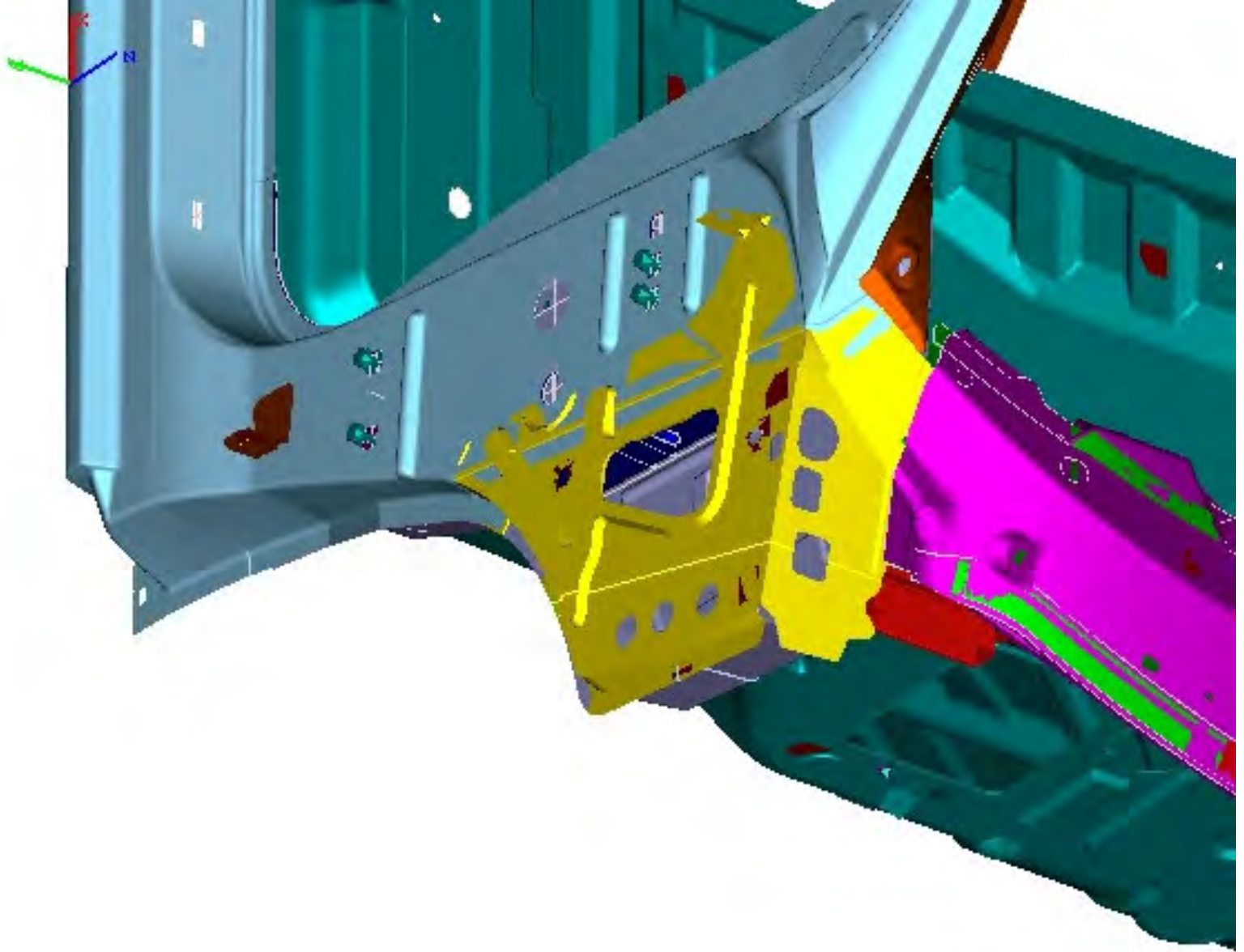
Tel.: (905) 845 - 2511, ext.: 2371

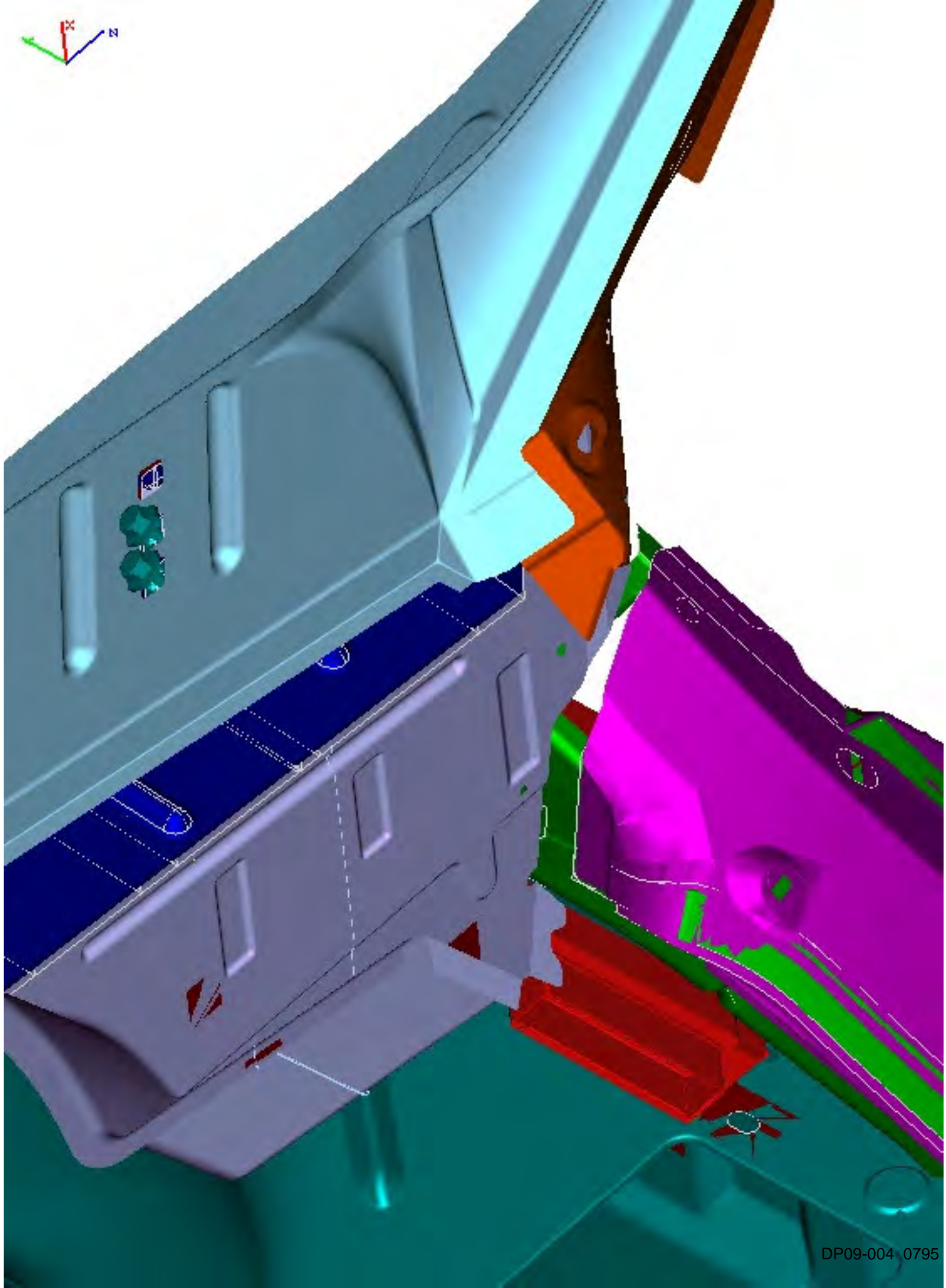
Fax: (905) 845 - 9325

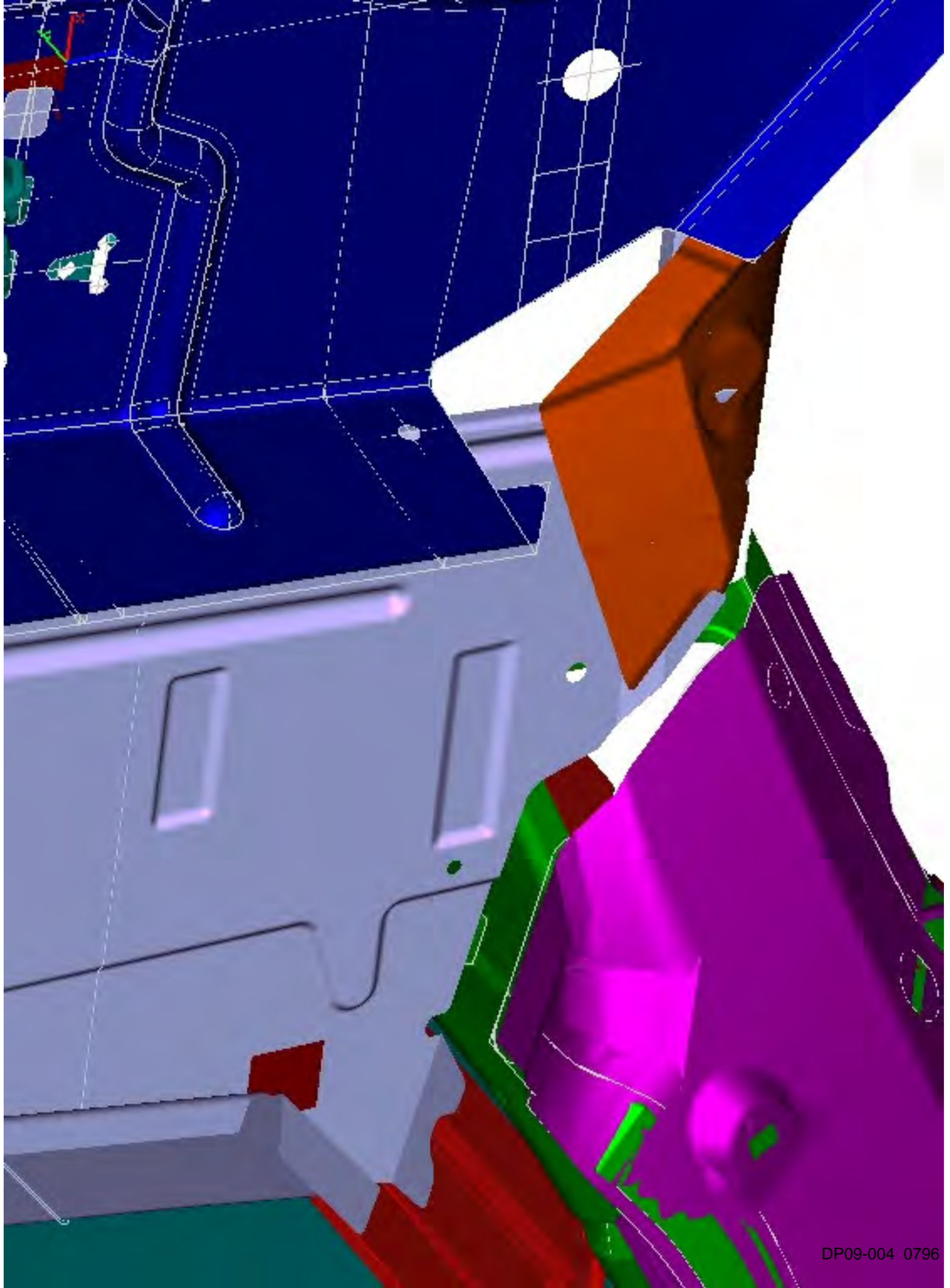
E-mail: hnasar@ford.com

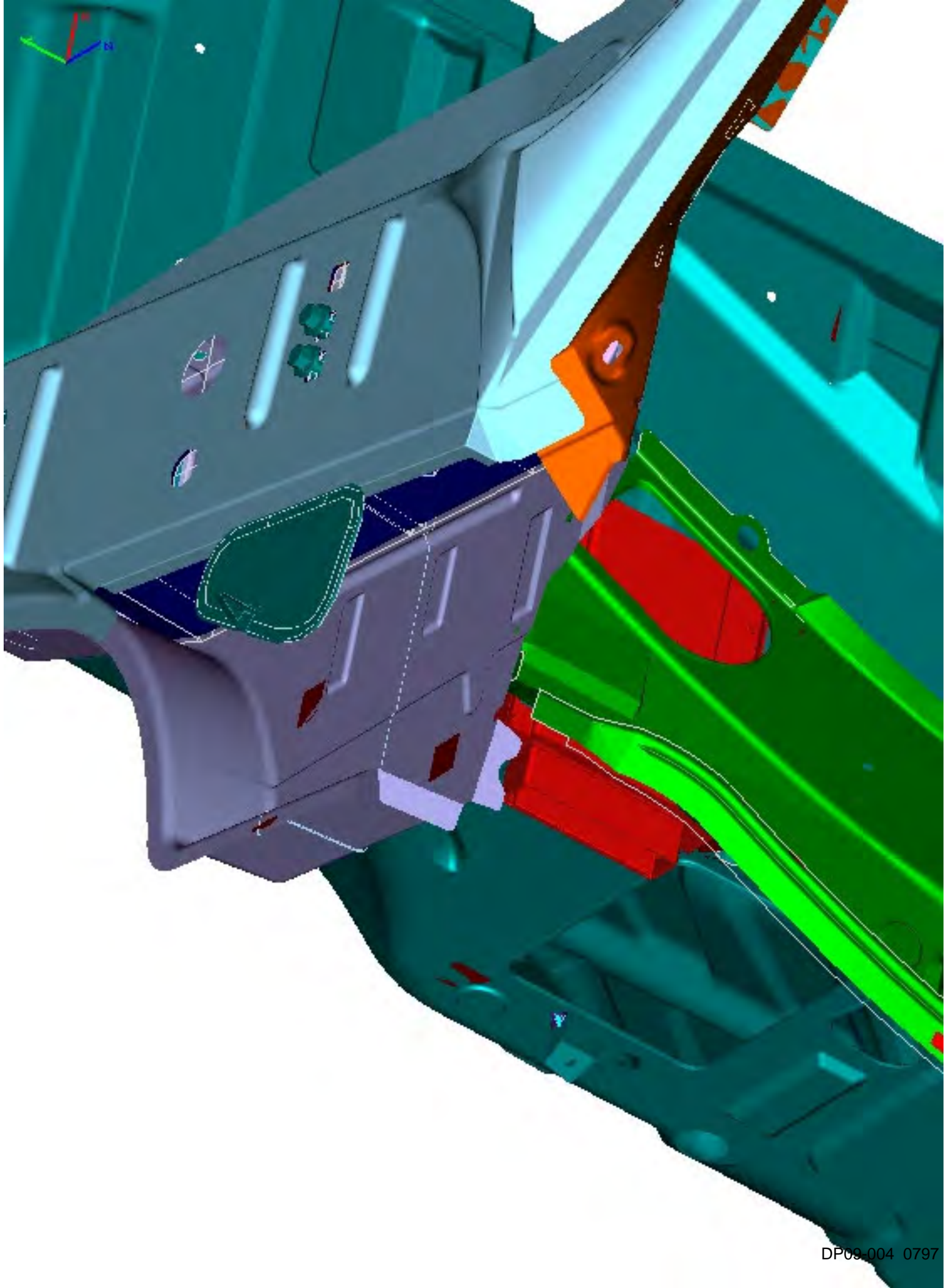
"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

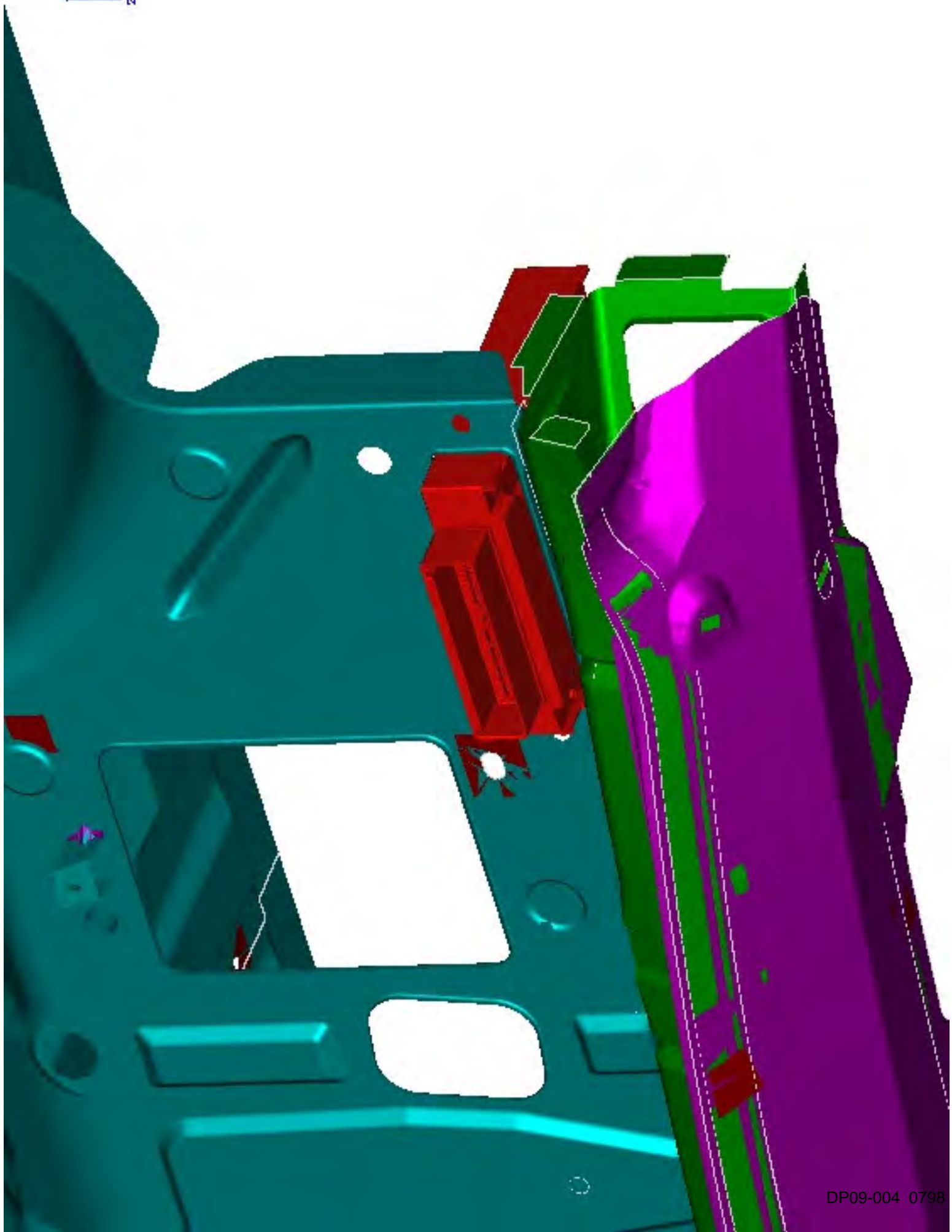


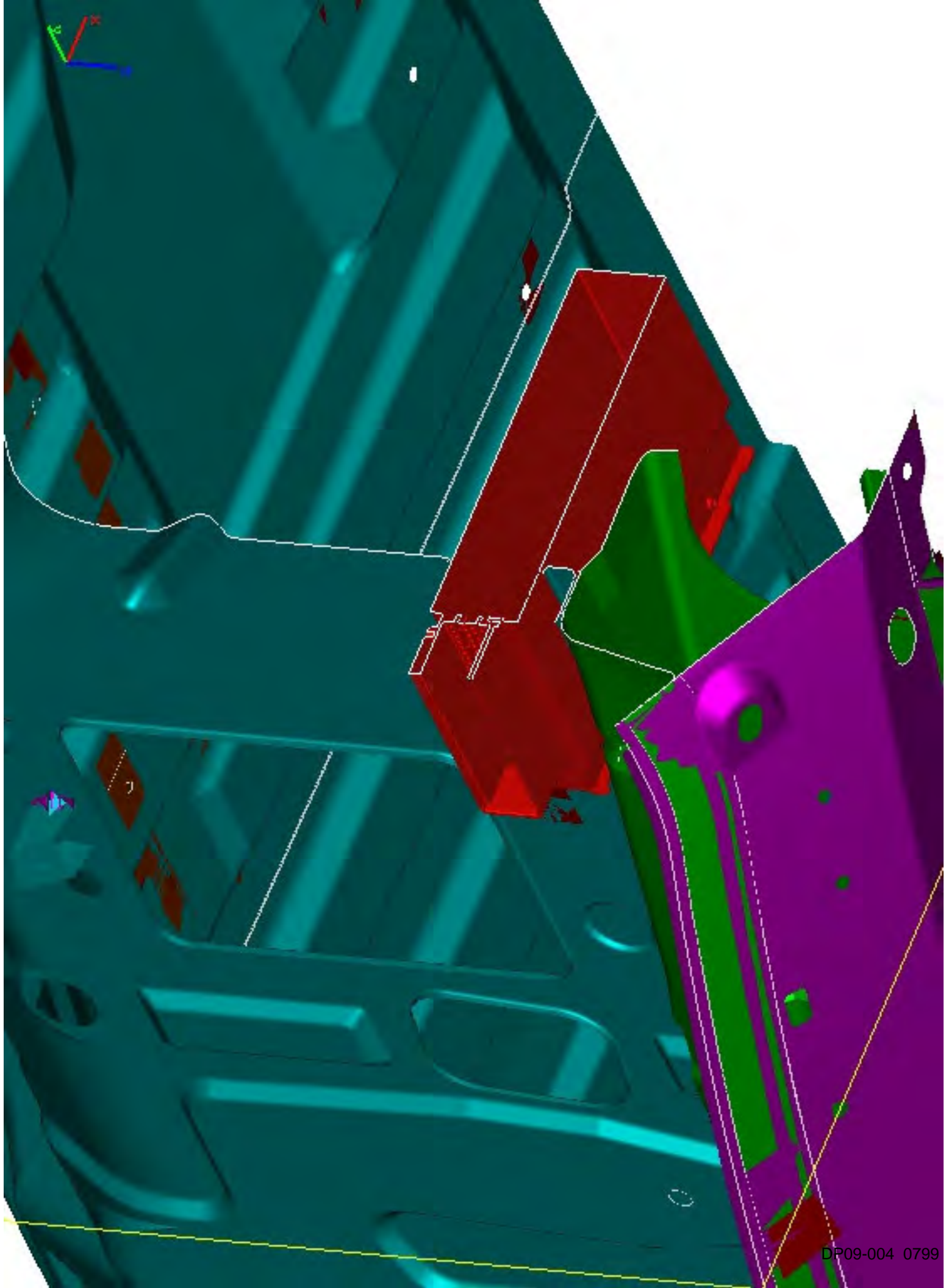












From: Stodola, Robert (R.J.)
Sent: Wednesday, November 09, 2005 8:14 AM
To: Fang, Andy (A.); Bourck, Mark (M.)
Cc: Syed, Nasir (N.S.); Stever, Paul (P.G.); Hearn, Mark (E.); Nasar, John (H.S.); Hnatejko, Myron (M.); Cordeau, Roger (T.)
Subject: RE: PCM water Intrusion - Containment actions required.

To this point we have only validated removal of the existing plugs. However, we can trial switching the lower plugs with the pierced plugs.

I see two potential risks with this proposal, 1) we would get foam expulsion from the lower cowl if these pierced plugs can not contain the foam during injection and cure and 2) the pierced plugs would not allow enough water to drain from the cowl. Given these potential risks we need a trial done during production to validate. Until that time we need to start removing the current plugs immediately when we start up on Monday.

Andy, please work with paint shop to set up a trial of this proposal. We also need to write a PSO to cover the labour for this action in the interim. Please pull an 'X'-type alert detailing the containment action and the need for one additional head.

Robert J. Stodola

VO Engineering Supervisor
PVT - Oakville Assembly Plant

Phone: 905 845 2511 ext 3736

Cell: 416 571-0753

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

From: Bourck, Mark (M.)
Sent: Tuesday, November 08, 2005 1:25 PM
To: Nasar, John (H.S.); Hnatejko, Myron (M.)
Cc: Syed, Nasir (N.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Fang, Andy (A.); Hearn, Mark (E.)
Subject: RE: PCM water Intrusion - Containment actions required.

Perhaps we could switch the plugs with the plugs that are use on the top of the cowls. These plugs are peirced so that we can shoot foam into the 'A' post.

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

From: Nasar, John (H.S.)
Sent: Tuesday, November 08, 2005 10:32 AM
To: Hnatejko, Myron (M.); Bourck, Mark (M.)
Cc: Syed, Nasir (N.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Fang, Andy (A.); Hearn, Mark (E.)
Subject: PCM water Intrusion - Containment actions required.

Myron/Mark, based upon warranty data, dealer visits and Tech information we confirmed a failure mode of water intrusion to the PCM (Powertrain control module). Water is getting to the PCM behind the firewall through the soaked foam passing the Tomb stones behind the cross can. Water is getting inside the cross can through the leaf screen wet cowl grey clips. Grey clips not sealing enough allowed water inside the cross can. Team is meeting twice a week to implement the corrective actions working with the cowl top and scrivet suppliers. Due to the high severity of the failure mode that would cause engine stalls we are asking your support to implement a containment action by removing the two plugs as shown in the pictures to make sure that water will be drained if it gets accumulated inside the cross can. We are looking to process this containment first day when we resume production on 11/21.

Please advise of any preferred location for that process and any limitations that could prevent it.

<< File: DRAIN PLUG LOCATIONS.doc >>
(Pictures are shown in more than one page)

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

From: Frye, Nancy (N.J.)
Sent: Monday, December 12, 2005 8:54 AM
To: Stever, Paul (P.G.); Nasar, John (H.S.)
Cc: Nienhuis, Jeffrey (J.W.); Merony, Ken (K.J.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.)
Subject: RE: PCM water Intrusion - Update, Final Fix

Good work! Could you please keep us informed with updates via email to let us know when implementation is targeted and completed?
Thanks!

Nancy Frye

Trans System Design Manager - 4F27E (FN - N625) & 4F50N (AX4N/S - N630)

ATO Building, Office W227F, MD #11, 36200 Plymouth Rd., Livonia, MI 48150

email: nfrye@ford.com Phone: 734-458-0631 TextPager: 734-651-0964 FAX: 734-523-3942

Admin. Assistant: Nikki Andrews, nandrew1@ford.com, 734-458-0845

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

From: Stever, Paul (P.G.)
Sent: Monday, December 12, 2005 8:29 AM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.)
Cc: Nienhuis, Jeffrey (J.W.); Merony, Ken (K.J.)
Subject: RE: PCM water Intrusion - Update, Final Fix

Thanks John/Mark for championing this effort and to the team for your support to get resolution. Good Job!

Paul Stever

PVT Manager

Oakville Assembly Complex

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

From: Nasar, John (H.S.)
Sent: Monday, December 12, 2005 8:09 AM
To: Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.)
Cc: Nienhuis, Jeffrey (J.W.); Merony, Ken (K.J.)
Subject: PCM water Intrusion - Update, Final Fix

Just want to update the team since we were not having the regular meetings for the last month. The team identified the foam seal on the grey clips that are used to hold down the leaf screen is the main variable (X) that contributed to the failure mode (Y). Based upon that finding, team developed a bench test to duplicate the failure mode and validate the fix. Results showed that the current clip failed after 14 hours of continuous water flow through the clip while the new proposed fix (different seal, 1.5mm thicker) did not allow water through for more than 88 hours. The supplier is working on timing and cost to get the new clip in the plant. In the mean time we implemented a containment plant action since 11/21/2005 to remove the drain plugs until the new foam seal is implemented in production.

With that we will close the issue and the I will cancel the rest of the meeting notices.

Also I would like to thank the team for the support to resolve this issue.

Regards,

JOHN NASAR

FCSD Resident Engineer
Certified Six Sigma Black Belt
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

From: Hazel, Jeff (J.D.)
Sent: Friday, June 03, 2005 3:41 PM
To: Fang, Andy (A.); Nasar, John (H.S.)
Cc: King, Robert (R.F.)
Subject: RE: PCM Water

Attachments: Freestar Water PCM1.pdf; Freestar Water PCM2.pdf

I spoke to Bob a few minutes ago. He said he can get the dealer to fax him a hard copy of the repair order. He also indicated that this vehicle had a previous repair for water in the PCM at a different dealer so it is a repeat offender. I don't know if they sealed the cowl or what was done other than replacing the processor. AWS shows PCM was replaced January 11, 2005. The latest claim doesn't charge for a PCM - just transmission overhaul. I don't know if the dealer forgot to charge it on the claim or if maybe it was SPW'ed and went on an over the counter ticket or something.



Freestar Water Freestar Water
CM1.pdf (34 KB) CM2.pdf (35 KB)

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

From: Fang, Andy (A.)
Sent: Friday, June 03, 2005 12:09 PM
To: Nasar, John (H.S.)
Cc: King, Robert (R.F.); Hazel, Jeff (J.D.)
Subject: RE: PCM Water

Called the dealer and Tech told me that Bob fixed the car.

Bob, would you please let us know how water get into the PCM connector?

Thanks.

Andy Fang

Oakville Assembly Plant - PVT Body Sealing / Six Sigma Black Belt
Tel: 905-845-2511 ext 3238 Fax: 905-845-9325
Pager: 905-845-2511 ext. 7777 ID: 257
afang@ford.com

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

From: Nasar, John (H.S.)
Sent: Friday, June 03, 2005 8:10 AM
To: Fang, Andy (A.)
Subject: FW: PCM Water

Andy, can you call this dealer, may they will be able to confirm the water leak to the PCM.

Regards,

JOHN NASAR

Ford Motor Company
Ford Customer Service Division
Windstar / Freestar / Monterey
PVT - Oakville Assembly Plant
Tel.: (905) 845 - 2511, ext.: 2371
Fax: (905) 845 - 9325
E-mail: hnasar@ford.com

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Hazel, Jeff (J.D.)
Sent: Thursday, June 02, 2005 2:46 PM
To: Nasar, John (H.S.)
Subject: PCM Water

Here's a CQIS report that [REDACTED] entered a little more than a week ago. Maybe he would have some info to share.

CSQI002 CQIS Indicator Summary 06/02/05 14:44:32

==> _____ 1 of 1

Rpt#: [REDACTED] Rpt: [REDACTED] Odom: 39,000 M
Rvwd: File: _ Folder: _____ Atchmnts: 0 Print Smy/Disp Detail(P/D): _
Vehicle: 2004 FREESTAR,SPORT ,WAGON 2FMZA57624B [REDACTED] Bld: 01/12/2004
Engine: 3.9L EFI Calb: 4A41CA0A Trans: 4F50N Axle: A/C: YES
Dlr Id: USA 03038 Thoroughbred Ford of Platte Ci Ph#: (816) 858-3777
State: Missouri City: Platte City Orig/Caller:
Symptom: 5 03 1 51 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FORWARD
Addl Sym: NO ENGAGEMENT St: CCRG/EPRC: _ Rvwd: Dt:
Fix: Y Caus. Comp: PROCESSOR ASSY -- RPR Condition Code:

Region Code: 53 Region Name: Kansas City - 53

OWNER NO ENGAGEMENT. TRANS HAS NO FWD/REV GEARS
TECH/C 05/23/2005 04:14PM BOB KING MSS - FCSD - REG - KANSAS CTY
TAR PER DLR SM., FOUND WATER IN PCM CONNECTOR.

F1 Help F2 Tar F3 Exit F4 Last Cmts F5 Add Cmts
F7 Bkwd F8 Fwd F9 Ind Corr F10 Next Rpt F11 Prev Rpt F12 Return
I0018-BOTTOM OF DATA LPL4727

Jeff Hazel

FCSD - Service Engineering Operations
Product Concern Engineer
Room 541, Diagnostic Service Center II
1800 Fairlane Drive, Allen Park, MI 48101
Tel/Fax: 313-206-4534
jhazel@ford.com

Server Name : AWS Adhoc

Claim Detail Report

Note: All costs are in US dollars

Model Year = 2004; **Claim Key** = 3287194

Vehicle Information

Model Year: 2004
 Market Derived: T/F - FORD DIVISION DERIVATIVE
 Body/Cab Type: T/WB - EXTENDED WAGON
 Version/Series: *- [N/A]
 Drive Type: T/A-2 WHL L/H FRONT DRIVE
 Vehicle Line: T/A4-FREESTAR/MONTEREY [04-06]
 Warranty Start Date: 27-JAN-2004
 Production Date: 12-JAN-2004
 VIN: 2FMZA57624B [REDACTED]

Claim Information

Document Number: [REDACTED]
 Repair Date: 11-JAN-2005
 Distance: 26229
 TIS: 12

Dealer Information:

Dealer Name JOE MACHENS FORD INC
 Dealer Code: 08006 - *
 Address: 1911 WEST WORLEY
 City: COLUMBIA
 State: MO Zip Code: 65203
 Country: USA Region Code: NA
 Phone: (573)445-4411

Expense Information

Customer Paid Amount: 0
 Deductible Amount: 0
 Dealer Paid Amount: 0
 Labor Cost: 617.76
 Misc. Expense Amount: 0
 Part Markup Amount: 147.1
 Material Cost: 514.84
 Total Cost Gross: 1132.6

Cust. Concern Code: D02 - ENGINE WOULD NOT START

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: PCM ROAD TEST. PERFORMED EEC TEST CODE P1240. VEHICLE SPEED AND OR ENGINE RPM TOO HIGH. ROAD TEST WITH WDS FOUND VEHICLE [REDACTED] KIM [REDACTED]

Customer Comment: CUSTOMER STATES DIED DRIVING ,CRANK NO START ADVISE

| <u>Labor Op Code</u> | <u>Labor Op Description</u> | <u>Labor Op Cost</u> |
|----------------------|---|----------------------|
| 12650D | EEC - (QUICK TEST) DIAGNOSIS | 15.44 |
| 12650D81 | NGS RECORDER / MONITOR ROAD TEST DIAGNOSIS | 38.61 |
| 12650D6 | POWERTRAIN CONTROL MODULE (PCM) REPLACE | 23.17 |
| 7000F5 | SENSOR - TRANSMISSION RANGE (TR SENSOR) REPLACE | 30.89 |
| MT12A581 | | 509.65 |

| Causal Flag | Full Part Number | Part Description | Part CPSC | Part Quantity | Extended Amount |
|--------------------|-------------------------|-------------------------|------------------|----------------------|------------------------|
| Y | 4F2Z 12A650 CG | PROCESSOR ASSY | 031401 | 1 | 274.86 |
| N | 3F2Z 12A581 AA | WIRING ASSY EEC SENS | 030002 | 1 | 214.07 |
| N | YF1Z 7H103 AA | SENSOR OUTPUT SHAFT | 070100 | 1 | 25.91 |

DTC Sections: MIL. Light ON = N

| Flag | Test Type | Malfunction Cd | Malfunction Cd Description | Monitor Cd | Monitor Cd Description |
|-------------|------------------|-----------------------|---|-------------------|-------------------------------|
| N | KOEC | P1240 | SENSOR POWER SUPPLY MALFUNCTION | 24 | MISC - VEHICLE |
| N | KOEO | P1000 | OBD SYSTEMS READINESS TEST NOT COMPLETE | 27 | NO-FAULT CODES |
| N | KOER | P1000 | OBD SYSTEMS READINESS TEST NOT COMPLETE | 27 | NO-FAULT CODES |

Any comments? You can contact



[webmaster](#)

Server Name : AWS Adhoc

Claim Detail Report

Note: All costs are in US dollars

Model Year = 2004; **Claim Key** = 4641963

Vehicle Information

Model Year: 2004

Market Derived: T/F - FORD DIVISION DERIVATIVE

Body/Cab Type: T/WB - EXTENDED WAGON

Version/Series: *- [N/A]

Drive Type: T/A-2 WHL L/H FRONT DRIVE

Vehicle Line: T/A4-FREESTAR/MONTEREY [04-06]

Warranty Start Date: 27-JAN-2004

Production Date: 12-JAN-2004

VIN: 2FMZA57624B [REDACTED]

Claim Information

Document Number: [REDACTED]

Repair Date: 25-MAR-2005

Distance: 30979

TIS: 15

Expense Information

Dealer Information:

Dealer Name THOROUGHbred FORD OF PLATTE
CI

Dealer Code: 03038 - *

Address: 1901 E. PRAIRIE VIEW ROAD

City: PLATTE CITY

State: MO Zip Code: 64079

Country: USA Region Code: NA

Phone: (816)858-3777

Customer Paid Amount: 0

Deductible Amount: 0

Dealer Paid Amount: 0

Labor Cost: 1023.68

Misc. Expense Amount: 0

Part Markup Amount: 151.54

Material Cost: 530.39

Total Cost Gross: 1554.07

Cust. Concern Code: P83 - NO FORWARD/REVERSE MOVEMENT IN GEAR

Condition Code: 42 - DOES NOT OPERATE PROPERLY

Technician Comment: FAILED FORWARD ONE WAY CLUTCH, FAILED INTERMEDIATE CLUTCHES ELECTRONIC TRANS DIAG, SYSTEM PASS, PINPOINT TEST BY SYMPTOM REMOVE TRANS AND MOUNT TO BENCH. COMPLETE TEARDOWN, FOUND

Customer Comment: CHECK OUT FOR TRANS HAS NO ENGAUGEMENT

| <u>Labor Op Code</u> | <u>Labor Op Description</u> | <u>Labor Op Cost</u> |
|----------------------|---|----------------------|
| 7000F | ELECTRONIC TRANSMISSION DIAGNOSIS DIAGNOSIS | 95.06 |
| 7000F2 | PIN POINT TEST DIAGNOSIS | 21.94 |
| 7000A | TRANSMISSION ASSEMBLY REMOVE AND INSTALL OR | 380.22 |

| | | |
|----------|--|--------|
| | REPLACE | |
| 7000A11 | TRANSMISSION OIL COOLER AND/OR COOLER LINES FLUSH | 21.94 |
| 12650D84 | PCM REPROGRAMMING TEST | 14.62 |
| 7000AXQ | EXTRA TIME FOR POST ROAD TEST. (AFTER REPAIR) | 14.62 |
| 7000AZJ | EXTRA TIME TO MOUNT TRANSMISSION ON A BENCH FIXTU | 21.94 |
| 7000A2 | TRANSMISSION ASSEMBLY OVERHAUL | 453.34 |

| Causal Flag | Full Part Number | Part Description | Part CPSC | Part Quantity | Extended Amount |
|--------------------|-------------------------|---------------------------------|------------------|----------------------|------------------------|
| N | * OSP * | OUTSIDE PART | 0701XX | 4 | 3.53 |
| Y | 4F1Z 7153 AA | GASKET TRANSMISSION ASSEMBLY | 0701XX | 1 | 225.83 |
| N | XT 5 QM | OIL | NANANA | 13 | 49.14 |
| N | F5DZ 7B066 A | PLATE-FRONT CLUTCH P | 070100 | 1 | 10.18 |
| N | 1F1Z 7B067 AA | HUB-TRANS FRT CLUTCH | 070100 | 1 | 22.71 |
| N | E6DZ 7C122 A | SNAP RING OUTPUT SHA | 0701XX | 3 | 21.29 |
| N | F3DZ 7D171 AB | RACE-TRANS OVERRUN C | 070100 | 1 | 25.33 |
| N | 4F1Z 7E085 AA | SPRING-RR CLUTCH PRE | 070100 | 1 | 8.26 |
| N | F5DZ 7A098 AA | SCREEN ASY - OIL PAN | 070100 | 1 | 20.79 |
| N | F5DZ 7L669 BA | DRUM ASSY-OD | 070100 | 1 | 56.56 |
| N | XF2Z 7B442 AA | PLATE-REAR CLUTCH DR | 0701XX | 8 | 33.04 |
| N | 4F1Z 7B164 AA | PLT ASY-CLTCH IN SPL | 0701XX | 4 | 12.77 |
| N | F3DZ 7A089 A | CLUTCH ASY-TRANS PLA | 070100 | 1 | 33.92 |
| N | * OSP * | OUTSIDE PART | 0701XX | 1 | 7.04 |

DTC Sections: MIL. Light ON = *

Flag Test Type Malfunction Cd Malfunction Cd Description Monitor Cd Monitor Cd Description

Any comments? You can contact



[webmaster](#)

From: Cordeau, Roger (T.)
Sent: Tuesday, November 22, 2005 12:05 PM
To: Fang, Andy (A.)
Cc: Nasar, John (H.S.); Syed, Nasir (N.S.); Murphy, Marc (P.H.); Stodola, Robert (R.J.); Cordeau, Roger (T.)
Subject: RE: PSO for removal of two plugs

[Approval noted.](#)

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

From: Fang, Andy (A.)
Sent: Tuesday, November 22, 2005 11:11 AM
To: Stodola, Robert (R.J.)
Cc: Cordeau, Roger (T.); Nasar, John (H.S.); Syed, Nasir (N.S.); Murphy, Marc (P.H.)
Subject: PSO for removal of two plugs

Concern C11842612 and X-alert A11842612 issued to remove the plugs.

Andy Fang

Oakville Assembly Plant - PVT Body Sealing / Six Sigma Black Belt
Tel: 905-845-2511 ext 3238 Fax: 905-845-9325
Pager: 905-845-2511 ext. 7777 ID: 257
afang@ford.com

From: Fang, Andy (A.)
Sent: Monday, February 13, 2006 6:28 AM
To: Bateman, Brenda (.); Nasar, John (H.S.); De Marchi, Rolando (R.); Cordeau, Roger (T.)
Cc: Lim, Linda (L.K.); Syed, Nasir (N.S.)
Subject: RE: PSO status

It's in P status.

Andy Fang

Oakville Assembly Plant - PVT Body Sealing / Six Sigma Black Belt
Tel: 905-845-2511 ext 3238 Fax: 905-845-9325
Pager: 905-845-2511 ext. 7777 ID: 257
afang@ford.com

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

From: Bateman, Brenda (.)
Sent: Thursday, February 09, 2006 8:00 AM
To: Nasar, John (H.S.); De Marchi, Rolando (R.); Cordeau, Roger (T.)
Cc: Lim, Linda (L.K.); Syed, Nasir (N.S.); Fang, Andy (A.)
Subject: RE: PSO status

John,

This concern is on hold for the release of the gasket thickness change on the fastener, C11550999 supplement NB00 049.

The concern, C11842612 is approved (today) but the engineer has to AC their worksheet for the notice to be processed. Nasir or Andy have to do this upon their return then raise the notice to "P" status.

Brenda Bateman

PPM Process Analyst
Oakville Assembly Complex
Tel - 905-845-2511 ext. 1918
Fax - 905-845-0132
bbatema2@ford.com

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

From: Nasar, John (H.S.)
Sent: Wednesday, February 08, 2006 2:41 PM
To: De Marchi, Rolando (R.); Cordeau, Roger (T.)
Cc: Bateman, Brenda (.); Lim, Linda (L.K.); Syed, Nasir (N.S.)
Subject: RE: PSO status

As for the Cowl plug, it is pending the WERS release C11842612.

Nasir where we stand with this release?

Regards,

JOHN NASAR

FCSD Resident Engineer
Certified Six Sigma Black Belt
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them" - Jim Padilla, March 2005

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

From: De Marchi, Rolando (R.)
Sent: Wednesday, February 08, 2006 12:46 PM
To: Cordeau, Roger (T.); Male, Michael (M.J.); Nasar, John (H.S.)
Cc: Bateman, Brenda (.); Lim, Linda (L.K.)
Subject: RE: PSO status

Please flow info to Linda Lim. Thx.

Roli De Marchi (rdemarch@ford.com)
C.A. Supervisor, Oakville Assembly Plant
(905) 845-2511 Ext. 1168

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

From: Cordeau, Roger (T.)
Sent: Wednesday, February 08, 2006 11:34 AM
To: Male, Michael (M.J.); Nasar, John (H.S.)
Cc: De Marchi, Rolando (R.); Bateman, Brenda (.); Cordeau, Roger (T.)
Subject: PSO status
Importance: High

Hello Mike and John, Please notify Roli of when(~date) we will be completely out of the PSOs for **Mathread** and **Cowl plug** (Water leak)

Regards,

Roger T. Cordeau

PVT - PD Eng. Supr., OAC
9-1-853-3236 (Ford Net)
905-845-2511 x3236 (ext.#)
rcordeau@ford.com

From: Krawczyk, Kevin (R.)
Sent: Tuesday, May 08, 2007 5:53 PM
To: Shingleton, Leslie (L.E.)
Cc: Arszulowicz, Ken (K.J.); Ostroski, Greg (G.M.)
Subject: RE: Report Summary for the CQIS Report#7D4BM001
Attachments: photos

Leslie,

Here is the photo that the tech sent me on the water leak by the front cowl / cowl channel area. The photo is too big to add to CQIS like it is. The file size is too big, so I have to find a way to shrink it before adding it. The tech has more of these that he is sending me. I'll let you know when I get them.

Kevin Krawczyk

Field Service Engineer

Ford Motor Company

Northeast Market

From: Shingleton, Leslie (L.E.)
Sent: Tuesday, May 08, 2007 11:04 AM
To: Krawczyk, Kevin (R.)
Cc: Arszulowicz, Ken (K.J.); Ostroski, Greg (G.M.)
Subject: FW: Report Summary for the CQIS Report#7D4BM001

I would like to see the photos that were taken and get the PCM back. Please call myself or the others on this email when you get there today.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think, Ford GT
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: LSHINGLE@ford.com [mailto:LSHINGLE@ford.com]
Sent: Tuesday, May 08, 2007 11:03 AM
To: Shingleton, Leslie (L.E.)
Subject: Report Summary for the CQIS Report [REDACTED]

Attachments : 0

Report# : 7D4BM001 NHL **Received:** 04/30/2007
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2004,FREESTAR,4X2 ,WAGON ,2FMZA52274B **Build Date:** 06/22/2004
Odometer : 28,259 M **Engine:** 4.2L EFI **Calibration:** 4A41PA0A
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: USA 03671 Quality Ford of Mt. Vernon, In **Phone#:** (914) 699-0900
City: Mt Vernon **State:** New York **Country :** USA
Originator:
Symptom: 6 19 4 00 DRVABL,FAST IDLE,IDLE TEMP,OTHER-CODE NA
Status:
VFG: V40 GOOD IDLE QUALITY
Additional Symptom: HIGH IDLE AND MIL ON
Fix: **Causal Component :**
Condition Code:

Hotliner: LNEWSOM **Phone:** 000 317-9333 **Regn Cd:** N1 New York
Engineering: **Phone:** **TAR:** 0-30
Dlr Contact: **Phone:** 914 699-0900 **Title Cde:** T

DTCs:
KOEO:
KOEC:P0340 P0720
KOER:

Comments :
REPAIR 04/30/2007 09:44AM LAWRENCE NEWSOM MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: STALLS
DIAGNOSTICS
ALREADY COMPLETED: CALL - TRYED TYPING - PARTS REPLACED: PCM
OSS TECHNICIAN QUESTION: NO START FOR 5 SEC THEN SHUTS DOWN CK
FUEL
PRESS AT RAIL CAP- 50 PSI, IDS / CODES P0340 & OSS CODE.
DISCONNECTED
ALT TOTALLY. ERASE CODE, TRY & START CODE BACK P0340. CHECKED

IGNITION COIL WIRES ON TOP OF CONNECTOR, REROUTE, STILL SAME THING/

OHM OUT WIRING FROM PCM TO CAM SENSOR GOOD 2 WIRES TO POWER & GROUND

OK. I REPLACED BOTH SENSORS. CAR STARTS NOW CAR STARTS & IDLES READY FOR ROAD TEST BUT NO REVERSE! NO REVERSE RAN OASIS TSB ON

WATER GOING INTO PCM & TRANS - REMOVED WIPER ASSEMBLY, INSPECT

REMOVED CONNECTOR LOT OF WATER INSIDE OF CONNECTOR, REMOVED PCM, WATER

ON TOP OF PCM. ORDERED PCM. INSTALLED REPROGRAMMED & PATS DONE. CAR

STARTS IDLES, WHEN IN NEUTRAL ENGINE REV TO 2,000 RPM. REVERSE IS THERE & NOT .DISCONNECTED EGR SAME THING. AIR FILTER IS MOIST? TSB

SAYS @ WATER ENTERING TRANS BUT OIL CLEAN & RIGHT LEVEL. CHECK HARNESS

NOTHING NOTICEABLE. COMPARED PIDS TO OTHER CAR. 2 THINGS DIFFERENT.

GEAR / PARK = 1 REV = 1 NEUTRAL = 3 DRIVE = 4 3 = 3 1 = FORM

QUESTION: PLEASE LIST FUEL TRIM READINGS: ANSWER: FORM QUESTION:

PLEASE LIST ANY VEHICLE MODIFICATIONS, OR TYPE NONE. ANSWER:

NONE CALL DATA: VSS SHOWS 0 AT IDLE, WHEN PLACED GEAR THE VSS SPIKES AROUND, GEAR PID SHOWS TO INCORRECT GEAR DISCONNECTING THE TRAN

CONNECTOR HAS NO AFFECT ON THE VSS PID. MODE 6 DATA SHOWS NO CONCERN.

DISCONNECTED THE ESM AND THE ALTERNATOR HAVE NO AFFECT ON THE CONCERN.

DISCONNECTED THE REMOTE START DEVICE TO NO AVAIL. REPLACED THE COIL

PACK TO NO AVAIL

RECOMM 04/30/2007 09:44AM LAWRENCE NEWSOM MSS - FCSD - TECH SVC HOTLINE

RECOMMEND TO VERIFY BATTERY AND ENGINE AND PCM GROUNDS, IF NO CONCERNS

ARE GROUND REPLACE THE ENGINE HARNESS.

REPAIR 05/04/2007 02:35PM LAWRENCE NEWSOM MSS - FCSD - TECH SVC HOTLINE

CONCERN: SAME PROBLEM DIAGNOSTICS PERFORMED: PREVIOUSLY THERE WAS

WATER IN THE CONNECTOR FOR THE PCM- THERE WAS NO REVERSE. TBS 06-14-10

RELATES TO THE CONCERN. WHEN REMOVING PCM HAD WATER IN IT.
ORDERED NEW

ONE. INSTALLED SEALED UNIT. REPROGRAMMED & PATS DONE. I WAS
READY FOR

ROAD TEST, IN NEUTRAL VSS WAS AT 158 MPH & GEAR GOES TO 4TH IN
DRIVE.

WE WROTE & SAID WE SHOULD PUT A HARNESS. INSTALLED HARNESS,
STARTED

GOOD. PUT IDS ON STILL REV'S UP TO @ 2,000 RPM IN NEUTRAL REMOVED
PCM.

SOAK WITH WATER, INSPECT ONLY BECAUSE VEHICLE NEVER LEFT SHOP
IN RAIN.

COMING FROM INSIDE VEHICLE! SHORTED OUT REMAIN PCM. TOOK
PHOTO'S .

INSIDE VEHICLE DRY CARPETS. LOOKS LIKE HOW IT WAS MADE. SEAM
LEAKING.

WHOLE DASH HAS TO BE REMOVED. I THINK WE SHOULD GET JUSTIN
DOWN HERE

TO LOOK, MIGHT BE A BIG ISSUE W/OTHER VEHICLES! WE BE A PROBLEM
WITH

THIS CUSTOMER. PARTS REPLACED: PLEASE LIST FUEL TRIM READINGS::
PLEASE LIST ANY VEHICLE MODIFICATIONS, OR TYPE NONE.: NONE

**RECOMM 05/04/2007 02:35PM LAWRENCE NEWSOM MSS - FCSD - TECH SVC
HOTLINE**

CONSULTED SUV GROUP, NO ADDITIONAL CONCERNS NEEDED. ADVISED
THAT A

REQUEST FOR REQUEST FOR FSE ASSISTANCE HAS BEEN MADE. FSE
ASSISTANCE

NEEDED TO HELP TECH DETERMINE ROOT CAUSE FOR WATER INTRUSION
INTO THE
PCM.

**ADD-ON 05/04/2007 02:36PM BRIAN PEKARSCIK MSS - FCSD - TECH SVC HOTLINE
(GL)TA**

**ADD-ON 05/08/2007 08:46AM KEVIN KRAWCZYK(FSE) MSS - FCSD - REG - NEW
YORK**

HAVE CONTACTED DEALER AND SPOKE WITH FRANK (SM). WILL VISIT
DEALER TO
ASSESS SITUATION.



From: St Amour, Paul (P.A.)
Sent: Tuesday, May 15, 2007 3:11 PM
To: Arszulowicz, Ken (K.J.)
Cc: Shingleton, Leslie (L.E.); Ostroski, Greg (G.M.)
Subject: RE: Request for additional information on Quebec vehicle

I was reading this e-mail while the dealer was replying to the first two questions below, so we were able to get you a quick answer on the towing question.

Quick answers from this customer have proven difficult in the past as they are often out of town.

To the best of the customer's recollection they fueled the vehicle on their way to Quebec City (not a local gas station in their hometown). They could not commit to what brand of fuel was used.

The customer reiterated that the symptom has occurred in town while using local fuel supplies.

Although they pull snowmobiles with this vehicle they were not towing on their trip to Quebec City when the misfire symptoms appeared.

The customer is getting anxious for the return of this vehicle according to the dealer.

Can we conclude all testing and have the engine, PCM, wiring harnesses replaced by month end as the dealer feels this would be the customer's drop dead date?

I explained to the dealer that if we were done with the vehicle by May 31 it could take another couple weeks to get it back to them. The dealer feels the customer would be ok with this.

Paul St.Amour
Technical Service & Publications Specialist
Ford of Canada
905 845 2511 x1452
Dial Net 853 1452
Fax 905 845 7069

From: Arszulowicz, Ken (K.J.)
Sent: Tuesday, May 15, 2007 1:47 PM
To: St Amour, Paul (P.A.)
Cc: Shingleton, Leslie (L.E.); Ostroski, Greg (G.M.)
Subject: RE: Request for additional information on Quebec vehicle

Paul,

Do we know if the customer was towing a trailer from Quebec City when the plugs melted?

Ken Arszulowicz

Certified Six Sigma Black Belt

313-805-4022

karszulo@ford.com

From: St Amour, Paul (P.A.)
Sent: Thursday, May 10, 2007 3:51 PM
To: Ostroski, Greg (G.M.)
Cc: Shingleton, Leslie (L.E.); Arszulowicz, Ken (K.J.)
Subject: RE: Request for additional information on Quebec vehicle

The customer was not available when I tried to reach him several times myself today. I have left instructions with the dealer to solicit the customer for responses to your questions below. They will likely have an answer tomorrow.

Paul St.Amour

Technical Service & Publications Specialist

Ford of Canada

905 845 2511 x1452

Dial Net 853 1452

Fax 905 845 7069

From: Ostroski, Greg (G.M.)
Sent: Wednesday, May 09, 2007 9:03 PM
To: St Amour, Paul (P.A.)
Cc: Shingleton, Leslie (L.E.); Arszulowicz, Ken (K.J.)
Subject: Request for additional information on Quebec vehicle

Paul,
Testing is going well, and we have been able to duplicate misfire on the customer vehicle. However, our testing now makes us also want to revisit whether or not the fuel in Quebec had any part in the symptoms.

FYI, we had a fuel sample taken from the vehicle as-received, and the results came back indicating nothing abnormal - just gasoline. However, we have a few more questions:

Can you find out whether or not the customer filled up with fuel in Quebec City before driving home and experienced the symptoms? Would the customer recall which brand of fuel was used?

Is ethanol, or any other additive used in fuel in Quebec city or in the customer's local area?

Thank you for your continued help.

Regards,
Greg Ostroski
PTE Six Sigma

From: Campau, Patrick (P.J.)
Sent: Thursday, September 08, 2005 6:38 AM
To: Nasar, John (H.S.)
Subject: RE: Squeak & Rattle kit????????????

OK, the only issue is if we include the PCM inspect words "pull the PCM connector, pull the PCM blue rubber seal if water is found around the PCM pins then replacement is required" we have to list all the PCM's in the parts list. I can do that if somebody can supply all the part numbers and applications..

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

From: Nasar, John (H.S.)
Sent: Wednesday, September 07, 2005 4:05 PM
To: Campau, Patrick (P.J.)
Subject: RE: Squeak & Rattle kit????????????

This Squeak and Rattle kit is in the Rotunda catalogue that is in the hands of every dealer. Basically the kit is manufactured and out together by Argent (main supplier) to HELM (central company that provides all kits and supplies to Rotunda) and then to Rotunda. There is only one Squeak and rattle kit for all Ford and Mercury dealers. As for the refills, they are specified with part numbers in the same catalogue for dealers to order separately.

As for the PCM water intrusion failure modes, I just talked to Ben Ufimzef who advised they are as follows:

1. DTC codes P1270 / P0340 / P0500 and other transmission ones too.
2. Failure modes:
Engine Surging / Stalls / Quits / Misses / Rough Idle.

Ben mentioned that he advises the techs to pull the PCM connector, pull the PCM blue rubber seal if water is found around the PCM pins then replacement is required.

I am still working on the picture for the silicon.

Regards,

JOHN NASAR

Ford Motor Company
Ford Customer Service Division
Windstar / Freestar / Monterey
PVT - Oakville Assembly Plant
Tel.: (905) 845 - 2511, ext.: 2371
Fax: (905) 845 - 9325
E-mail: hnasar@ford.com

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Campau, Patrick (P.J.)
Sent: Wednesday, September 07, 2005 3:42 PM
To: Nasar, John (H.S.)
Subject: FW: Squeak & Rattle kit????????????

FYI, Can we get more info on this kit and how the dealers get it

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

From: Trella, R (R.J.)

Sent: Wednesday, September 07, 2005 2:58 PM
To: Campau, Patrick (P.J.)
Subject: RE: Squeak & Rattle kit?????????????

PAT,

SORRY, NEITHER OF THESE NUMBERS CROSSES IN OUR SYSTEM. I ALSO WENT TO THE ROTUNDA SITE AND NEITHER NUMBER COMES UP THERE EITHER.

R.J. TRELLA, AUTOMATIC TRANSMISSION PARTS ANALYST, NORTH AMERICAN PARTS ANALYSIS
734/45-80362.

"IF IT AIN'T IN WERS, IT AIN'T"

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

From: Campau, Patrick (P.J.)
Sent: Wednesday, September 07, 2005 2:24 PM
To: Trella, R (R.J.)
Subject: Squeak & Rattle kit?????????????

Hi Ron, I need to know what this Squeak and Rattle kit is and how a dealer gets replacement pieces for it.

I was told it is: Rotunda Kit # 164-R4900, and the part in the kit I need is the 164-R4901 Foam pad.

Patrick Campau
Transmission Service Engineering
734-523-6486

From: Nasar, John (H.S.)
Sent: Wednesday, May 10, 2006 2:14 PM
To: Shingleton, Leslie (L.E.); Bayne, Rick (R.); 'stevet@harrisford.com'; 'wstewat@holmanauto.com'; Bonnema, Grant (G.B.)
Subject: RE: The Freestar/Monterey Concern Monitor Team (CMT) meeting will be held Wednesday, 5/10/2006 at 2:00 pm EST.

Attachments: C104 PCM connectorfastner crack.JPG



C104 PCM
connectorfastner crac

From: Shingleton, Leslie (L.E.)
Sent: Tuesday, May 09, 2006 10:06 AM
To: Bayne, Rick (R.); Bonnema, Grant (G.B.); Branim, Brad (B.A.); Brooks, Nancy (N.C.); Cordeau, Roger (T.); Davis, Craig (C.B.); Fang, Andy (A.); Garrett, Scott (S.A.); Gladkikh, Nikolai (N.); leigh.lindsey@thyssenkrupp.com; Matckars, Vic (V.A.); Meier, Kenneth (K.W.); Merony, Ken (K.J.); Morgan, Susan (S.); Nasar, John (H.S.); Neumann, Richard (R.E.); Nienhuis, Jeffrey (J.W.); Pawloski, John (.); Ranalli, Buzz (R.J.); Rushing, Arick (A.E.); Scott, Joe (R.J.); Shawn Rink; Shingleton, Leslie (L.E.); Steve Taylor; Stever, Paul (P.G.); Stodola, Robert (R.J.); Syed, Nasir (N.S.); Tippy, David (D.J.); Ufimzeff, Ben (B.); Warren Stewart (PSMAC); Zhu, Feng (F.)
Subject: The Freestar/Monterey Concern Monitor Team (CMT) meeting will be held Wednesday, 5/10/2006 at 2:00 pm EST.
Importance: High

<< OLE Object: Picture (Enhanced Metafile) >>
<< OLE Object: Picture (Enhanced Metafile) >>

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Escape Hybrid, Freestar, Think, LS/T-Bird
FCSD/SEO
313-845-4684 Office/FAX (Mon,Tues,Wed)
248-669-0575 Telecommuting Office (Thursday)
313-851-0995 Text Pager (lshingle)

If you can stay calm, while all around you is chaos...then you probably haven't completely understood the seriousness of the situation.



From: Klump, Robert (R.F.)
Sent: Friday, March 30, 2007 1:16 PM
To: Shingleton, Leslie (L.E.); Arszulowicz, Ken (K.J.)
Subject: RE: TSB actual release dates - revisited...

Attachments: TSB 052307.pdf

[The requested information.](#)



TSB 052307.pdf
(334 KB)

Regards,
Bob Klump
Global Technical Communications - FCSD
Technical Editor – TSB
(313.390.3489

From: Shingleton, Leslie (L.E.)
Sent: Friday, March 30, 2007 1:09 PM
To: Klump, Robert (R.F.)
Subject: FW: TSB actual release dates - revisited...

Can you assist?

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Arszulowicz, Ken (K.J.)
Sent: Friday, March 30, 2007 9:21 AM
To: Shingleton, Leslie (L.E.)
Cc: Ostroski, Greg (G.M.)
Subject: RE: TSB actual release dates - revisited...

Leslie,

I heard that TSB 06-14-10 was worded differently. Who can get us a copy of TSB 05-23-7?

Ken Arszulowicz
Certified Six Sigma Black Belt
313-805-4022
karszulo@ford.com

From: Shingleton, Leslie (L.E.)
Sent: Wednesday, March 28, 2007 8:16 AM
To: Ostroski, Greg (G.M.)
Cc: Arszulowicz, Ken (K.J.)
Subject: RE: TSB actual release dates - revisited...

Correct, I couldn't print it either.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Ostroski, Greg (G.M.)
Sent: Wednesday, March 28, 2007 8:15 AM
To: Shingleton, Leslie (L.E.)
Cc: Arszulowicz, Ken (K.J.)
Subject: RE: TSB actual release dates - revisited...

OK, got it - I see that now as the "Online Publication Date" in the copyright line at the bottom of TSB 06-14-10. I guess I need to get more sleep....

Was the "release to the web" date of 11/8/05 in the note from Bob Klump the same as the "Online Publication Date" of 05-23-07 then? I am not able to print out 05-23-07, since 05-23-07 has been superceded.

Regards,
Greg Ostroski
PTE Six-Sigma Black Belt
PTE Quality, Dept. 5100T362
FPC-A, Cube 1AG12
Cell: 313-805-0018
gostrosk@ford.com

From: Shingleton, Leslie (L.E.)
Sent: Wednesday, March 28, 2007 8:03 AM
To: Ostroski, Greg (G.M.)
Cc: Arszulowicz, Ken (K.J.)
Subject: RE: TSB actual release dates - revisited...

According to the TSB I sent you, it shows a July 5th date.

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Ostroski, Greg (G.M.)
Sent: Wednesday, March 28, 2007 7:46 AM

To: Shingleton, Leslie (L.E.)
Cc: Arszulowicz, Ken (K.J.)
Subject: RE: TSB actual release dates - revisited...

Leslie,
So just to confirm, 05-23-07 was available to technicians starting 11/08/05, and was superceded by 06-14-10, available to technicians on 6/23/06? We had talked about the 6/23/06 date yesterday...

Regards,
Greg Ostroski
PTE Six-Sigma Black Belt
PTE Quality, Dept. 5100T362
FPC-A, Cube 1AG12
Cell: 313-805-0018
gostrosk@ford.com

From: Shingleton, Leslie (L.E.)
Sent: Wednesday, March 28, 2007 7:42 AM
To: Ostroski, Greg (G.M.)
Cc: Arszulowicz, Ken (K.J.)
Subject: RE: TSB actual release dates - revisited...

<< File: tsb06-14-10.pdf >> << Message: RE: TSB actual release dates - revisited... >>

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Edge/MKX, Freestar, Think
FCSD/SEO
313-845-4684 Office/FAX

Always do right.....this will gratify some people and astonish the rest!

From: Ostroski, Greg (G.M.)
Sent: Tuesday, March 27, 2007 3:47 PM
To: Shingleton, Leslie (L.E.)
Cc: Arszulowicz, Ken (K.J.)
Subject: TSB actual release dates - revisited...

Leslie,
Can you please provide the release dates of TSB 06-14-10 and TSB 05-23-07. These are for the Freestar/Monterey Cowl Sealing repairs.

Regards,
Greg Ostroski
PTE Six-Sigma Black Belt
PTE Quality, Dept. 5100T362
FPC-A, Cube 1AG12
Cell: 313-805-0018
gostrosk@ford.com

FORD:

1999-2003 Windstar
2004-2006 Freestar

MERCURY:

2004-2006 Monterey

ISSUE

Some 1999-2003 Windstar and 2004-2006 Freestar/Monterey vehicles may exhibit engine/transmission driveability issues due to water entering the powertrain control module (PCM) or transaxle vent. Symptoms may include harsh or delayed transmission shifts/engagements, no reverse engagement, engine misfire, and rough idle. The water leakage may be due to water leaking down from the cowl panel grille (cowl top vent panel) area.

ACTION

During normal diagnostic and repair procedures, inspect for evidence of water damage at the PCM and/or transaxle. If present, seal the water leak path in the cowl panel grill area per the following Service Procedure.

SERVICE PROCEDURE

1. Remove the wiper pivot arm (Figure 1).
 - a. Release pivot arm nut cover.
 - b. Remove the pivot arm nut.
 - c. Remove the pivot arm.

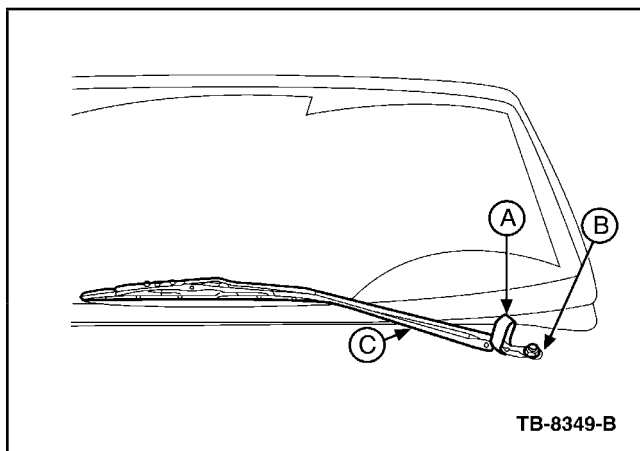


Figure 1 - Article 05-23-7

2. Remove the screws (Figure 2).

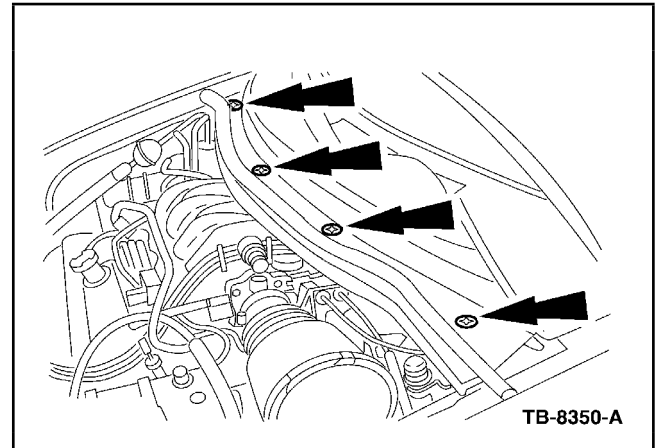


Figure 2 - Article 05-23-7

3. Release the clips.
4. Remove the windshield wiper hose.
5. Remove the upper cowl panel grille.
6. Disconnect the electrical connector (Figure 3).

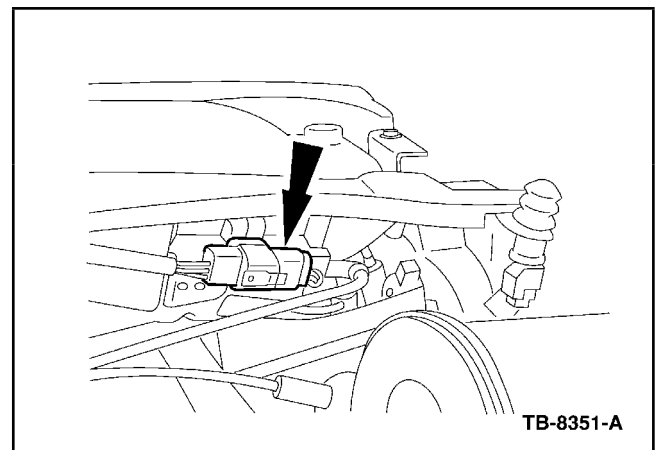


Figure 3 - Article 05-23-7

7. Remove the lower cowl panel assembly (Figure 4).
 - a. Remove the 10 bolts.
 - b. Remove the lower cowl panel assembly.

NOTE: The information in Technical Service Bulletins is intended for use by trained, professional technicians with the knowledge, tools, and equipment to do the job properly and safely. It informs these technicians of conditions that may occur on some vehicles, or provides information that could assist in proper vehicle service. The procedures should not be performed by "do-it-yourselfers". Do not assume that a condition described affects your car or truck. Contact a Ford, Lincoln, or Mercury dealership to determine whether the Bulletin applies to your vehicle. Warranty Policy and Extended Service Plan documentation determine Warranty and/or Extended Service Plan coverage unless stated otherwise in the TSB article. The information in this Technical Service Bulletin (TSB) was current at the time of printing. Ford Motor Company reserves the right to supersede this information with updates. The most recent information is available through Ford Motor Company's on-line technical resources.

TSB 05-23-7 (Continued)

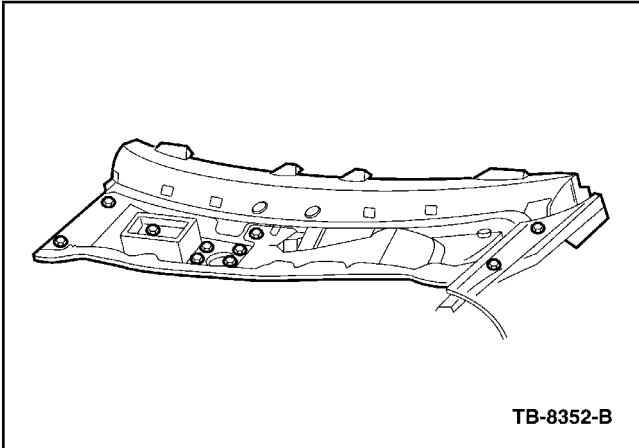


Figure 4 - Article 05-23-7

8. Obtain two (2) PVC soft foam adhesive stripes (164-R4901) from the Rotunda Squeak And Rattle Kit (164-R4900).
9. Cut both of the PVC soft foam adhesive stripes in half, lengthwise, so you have four (4) pieces 7/8" x 6" (22 mm x 152 mm) (Figure 5).

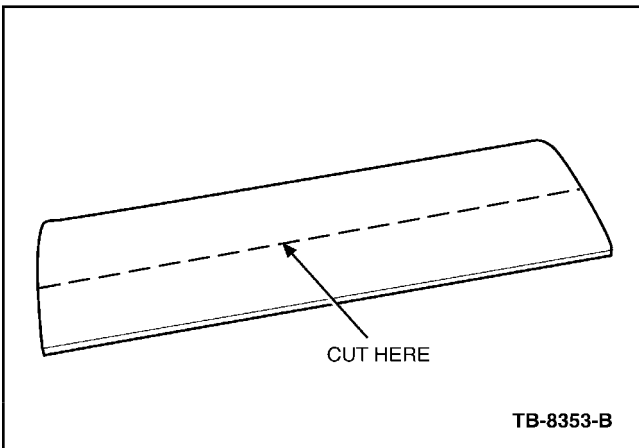


Figure 5 - Article 05-23-7

10. Clean the metal body surface under the lower cowl panel, in the area above the transaxle and the area above the PCM.
11. Place two of the cut pieces of the PVC soft foam adhesive stripes on the metal body surface over the transaxle area. The two ends need to touch, do not allow any gap between the two ends (Figure 6).

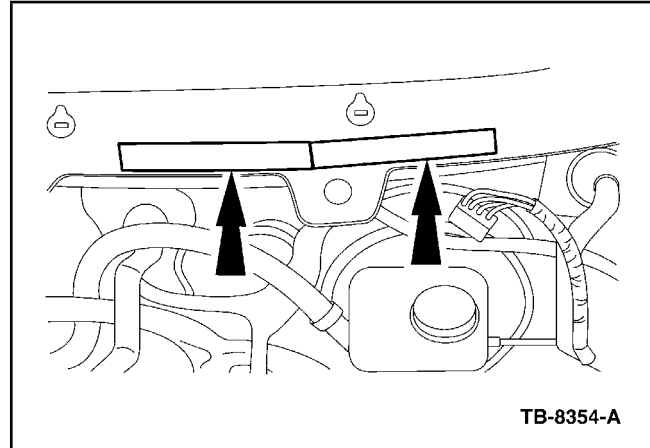


Figure 6 - Article 05-23-7

12. Place the other two cut pieces of the PVC soft foam adhesive stripes on the metal body surface over the PCM area. The two ends need to touch, do not allow any gap between the two ends (Figure 7).

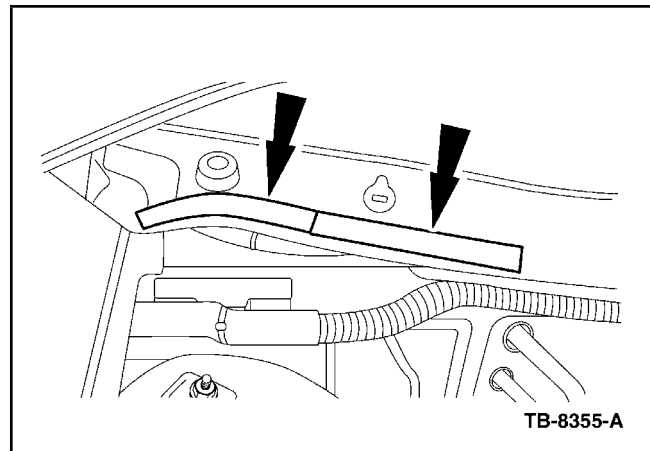


Figure 7 - Article 05-23-7

13. Check that the three (3) rubber plugs and five (5) gray plastic clips are fully seated. Add Clear Silicone Rubber (TA-32, or equivalent) around the three (3) rubber plugs and the five (5) gray plastic clips (Figure 8).

TSB 05-23-7 (Continued)

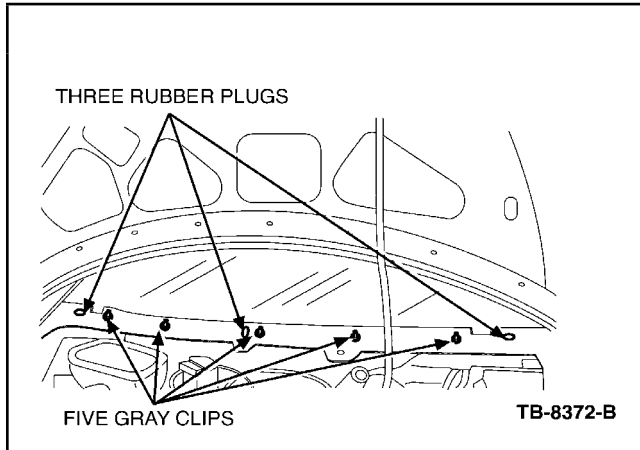


Figure 8 - Article 05-23-7

14. Remove and discard the two rubber plugs on the bottom of the cowl sheet metal (Figure 9).

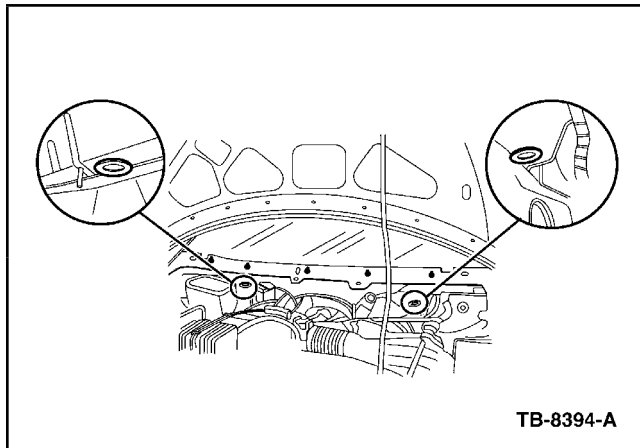


Figure 9 - Article 05-23-7

15. Install the lower cowl panel and 10 retaining bolts (Figure 10).

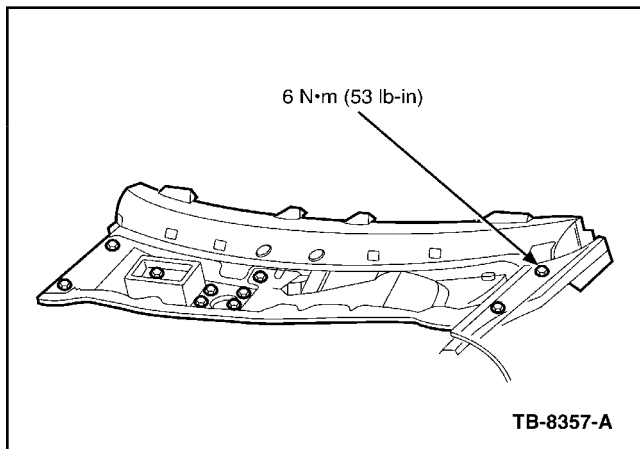


Figure 10 - Article 05-23-7

16. Connect the electrical connector (Figure 11).

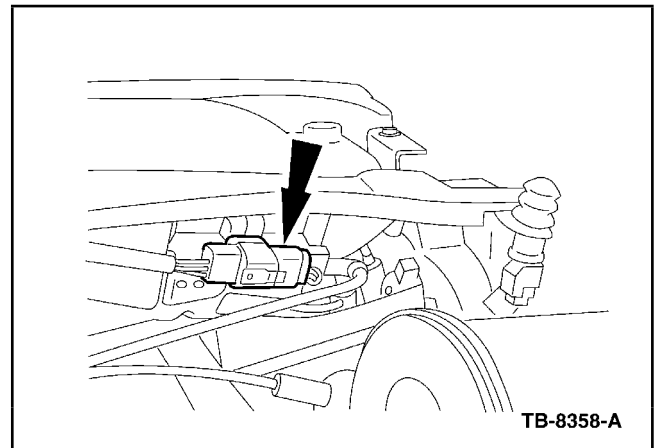


Figure 11 - Article 05-23-7

17. Install the upper cowl panel grille.
18. Install the windshield wiper hose.
19. Install four (4) new pushpin screw/rivets to secure the upper cowl to the lower cowl. Add Clear Silicone Rubber (TA-32, or equivalent) to the four (4) pushpin screw/rivets to make a watertight seal around them (Figure 12).

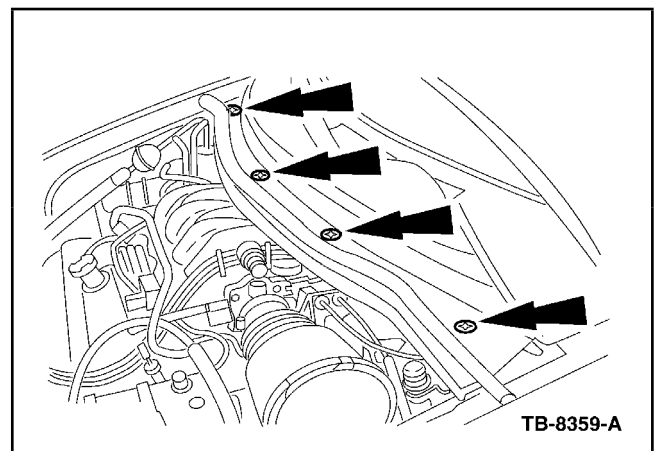


Figure 12 - Article 05-23-7

20. Add Clear Silicone Rubber (TA-32, or equivalent) to the front seam between the upper and lower cowl in the area above the transaxle (Figure 13).

TSB 05-23-7 (Continued)

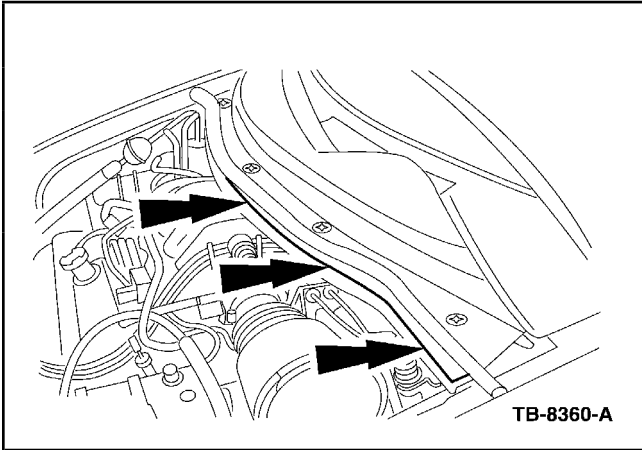


Figure 13 - Article 05-23-7

21. Install wiper pivot arms (Figure 14).

NOTE

APPLY THREADLOCK TO THE PIVOT ARM NUT.

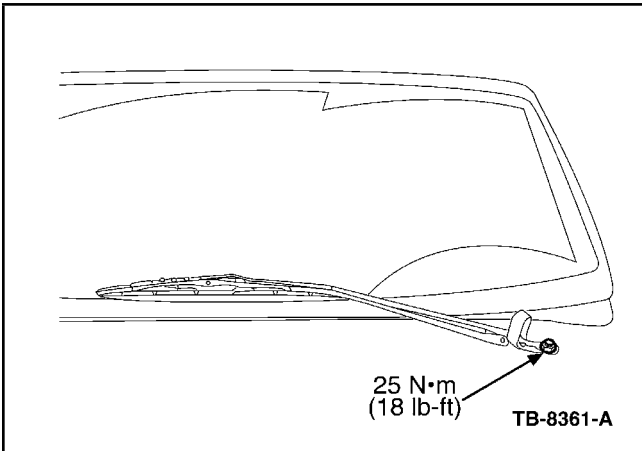


Figure 14 - Article 05-23-7

22. Check the wiper pivot arm adjustment.

| PART NUMBER | PART NAME |
|-------------|--|
| N806322-S | Pushpin Screw/Rivet (4 per repair) |
| TA-32 | Clear Silicone Rubber |
| 164-R4901 | PVC Soft Foam Adhesive Stripes - Rotunda Part (2 per repair) |

WARRANTY STATUS: Eligible Under Provisions Of New Vehicle Limited Warranty Coverage
IMPORTANT: Warranty coverage limits/policies are not altered by a TSB. Warranty coverage limits are determined by the identified causal part.

DEALER CODING

BASIC PART NO.
7002030

CONDITION
CODE
07

From: Nasar, John (H.S.)
Sent: Thursday, November 03, 2005 8:20 AM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: RE: Updated meeting matrix for today's meeting - Photos
Attachments: TOMB STONES.doc



TOMB
ONES.doc (193 KB)

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Thursday, November 03, 2005 7:03 AM
To: Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: Updated meeting matrix for today's meeting

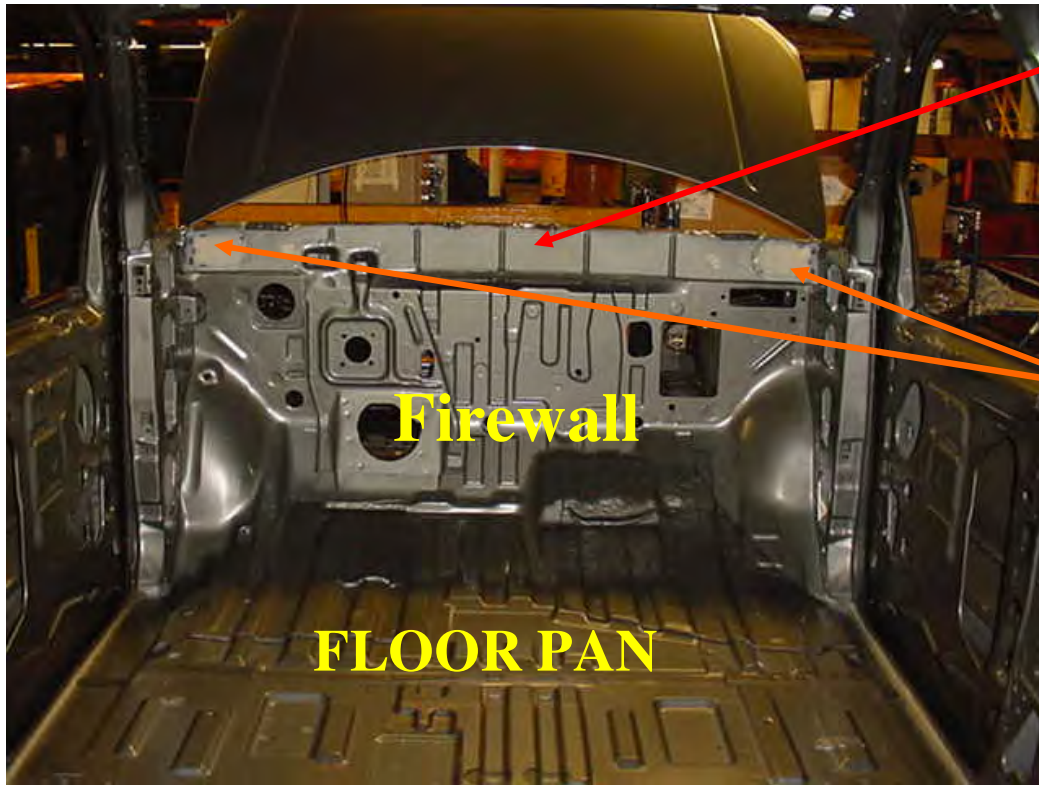
<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005



Corss
can
tube

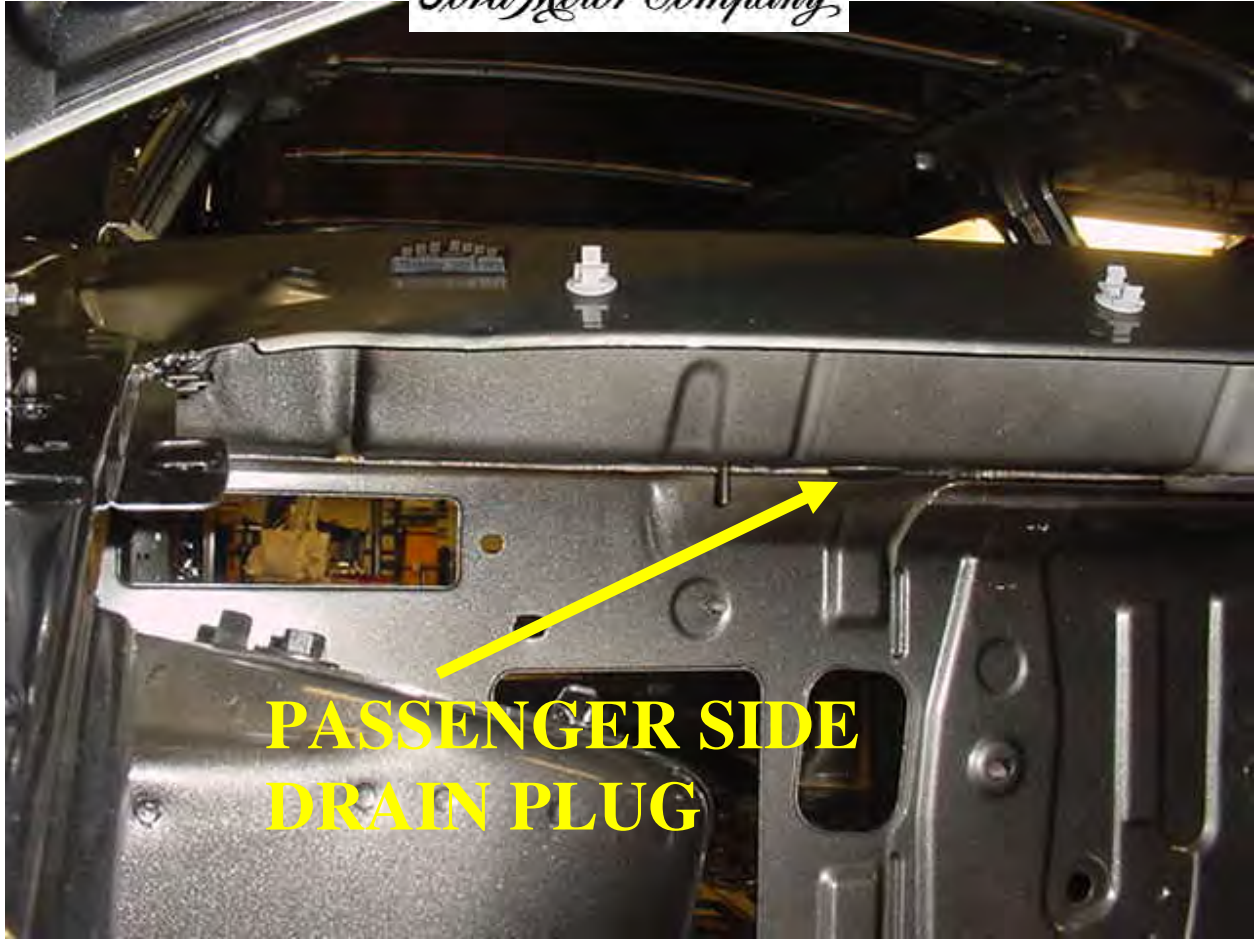
Tomb
stones

Photo of the front firewall of the vehicle to show the cross can tube where the foam is applied and the tom stones on each side.





**PASSENGER SIDE
TOMB STONE**



**PASSENGER SIDE
DRAIN PLUG**

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Sent: Thursday, November 03, 2005 9:00 AM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: RE: Updated meeting matrix for today's meeting - Attribute Grey Clip Looseness data
Attachments: Attribute clips looseness check data.xls



Attribute clips
looseness chec..

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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Subject: RE: Updated meeting matrix for today's meeting - Photos

<< File: TOMB STONES.doc >>

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Subject: Updated meeting matrix for today's meeting

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

| Units | LOC1 | LOC2 | LOC3 | LOC4 | LOC5 |
|--------|-------------------------------|------|------|------|------|
| 1 | T | T | L | L | T |
| 2 | T | L | L | L | T |
| 3 | T | L | L | L | T |
| 4 | T | T | L | L | T |
| 5 | T | M | L | L | T |
| 6 | T | L | L | L | T |
| 7 | T | M | L | L | T |
| 8 | T | M | L | L | T |
| 9 | T | M | L | M | T |
| 10 | T | M | L | L | T |
| 11 | T | L | L | L | T |
| 12 | T | M | L | L | T |
| 13 | T | M | L | L | T |
| 14 | T | L | L | L | T |
| 15 | T | M | L | L | T |
| 16 | T | M | L | L | T |
| 17 | T | L | L | M | T |
| 18 | T | T | L | L | T |
| 19 | T | L | L | M | T |
| 20 | T | M | L | L | T |
| 21 | T | T | L | L | T |
| 22 | T | M | L | M | T |
| 23 | T | M | L | L | T |
| 24 | T | L | L | L | T |
| 25 | T | M | L | L | T |
| 26 | T | M | L | L | T |
| 27 | T | T | L | L | T |
| 28 | T | L | L | L | T |
| Legend | | | | | |
| L | Loose | | | | |
| M | The clips moves but not loose | | | | |
| T | Tight, clip does not move | | | | |
| LOC 1 | Far Pass side | | | | |
| LOC 5 | Far Driver side | | | | |

From: Suder, Ronald J. [rjs@araymondusa.com]
Sent: Thursday, November 03, 2005 2:36 PM
To: Nasar, John (H.S.)
Cc: Syed, Nasir (N.S.); Jenkins, Lonnie E.
Subject: RE: Updated meeting matrix for today's meeting - Photos

Hello John / Nasir, just to let you know I am sending by fed-ex the 4 samples of that new rivet. I also mocked them up by adding a foam seal. Plus you will have 2 of our CD catalogs.
John, refresh my memory when would you like me to call in to the weekly conference.

-----Original Message-----[Suder, Ronald J.] ference call?

From: Nasar, John (H.S.) [mailto:hnasar@ford.com]
Sent: Thursday, November 03, 2005 7:20 AM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); rarwood@plastecheng.com; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); lej@araymondusa.com; rjs@araymondusa.com; howard.gillespie@valeo.com
Subject: RE: Updated meeting matrix for today's meeting - Photos

<<TOMB STONES.doc>>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

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Subject: Updated meeting matrix for today's meeting

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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From: Brush, Eric (E.G.)
Sent: Tuesday, May 02, 2006 5:59 PM
To: Shingleton, Leslie (L.E.)
Subject: RE: Updated: V6 Engine Exchange working level meeting

What are you going to do? I assume this is a company car.

Let me get the image file together so you do not duplicate efforts.

Dave Warm is the Calibration engineer. He may be able to assist

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

From: Shingleton, Leslie (L.E.)
Sent: Tuesday, May 02, 2006 7:56 AM
To: Brush, Eric (E.G.)
Subject: RE: Updated: V6 Engine Exchange working level meeting

I have a vehicle that I can use for a few days. Is there someone in Dearborn that you know that has a PCM I can use in case this vehicle's fills with water?

Leslie E. Shingleton
FCSD/SEO
313-845-4684 Office/FAX

From: Brush, Eric (E.G.)
Sent: Tuesday, May 02, 2006 7:01 AM
To: Shingleton, Leslie (L.E.)
Cc: Brush, Eric (E.G.)
Subject: RE: Updated: V6 Engine Exchange working level meeting

Yes - I will call you. I am convinced we have a water ingestion to the PCM issue and we need the PVT to start and take the lead. The engine is the donor part in this issue. This is a water leak issue.

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

From: Shingleton, Leslie (L.E.)
Sent: Monday, May 01, 2006 3:23 PM
To: Brush, Eric (E.G.)
Subject: Updated: V6 Engine Exchange working level meeting

Is this a possible cause of the electrodes on the plugs deteriorating?

Leslie E. Shingleton
Product Concern Engineer/PVT Support
Escape Hybrid, Freestar, Think, LS/T-Bird
FCSD/SEO
313-845-4684 Office/FAX (Mon, Tues, Wed)
248-669-0575 Telecommuting Office (Thursday)
313-851-0995 Text Pager (Ishingle)

If you can stay calm, while all around you is chaos...then you probably haven't completely understood the seriousness of the situation.

From: Brush, Eric (E.G.)
Sent: Wednesday, May 03, 2006 1:19 PM
To: Brush, Eric (E.G.); Gibboney, Jim (JG.); Fitz, Don (D.J.); Watterson, John (K.J.); Unser, Dennis (D.K.); Bondy, Joe (J.R.); Castellano, John (J.); Carter, John (J.F.); Raju, Srinivasa (S.P.); Morosky, Steven (S.E.); Vizard, Louise (L.E.); Calamita, Achille (A.G.); Warm, David (D.L.); Matysiewicz, Edwin (E.J.); Deol, Satvir (S.S.); Wright, Robert (R.S.); Hearn, Mark (E.); Smaldone, Ronald (R.P.); Khan, Naved (A.); 'Torkelson, Pamela K'; 'Rafiq, Suhail'; Kadrovich, Kathy (K.); Kulkarni, Arvind (A.); Orris, Steve (S.J.); Shingleton, Leslie (L.E.); Nasar, John (H.S.); Bayne, Rick (R.); 'zaheer.minhas@delphi.com'; Zhu, Feng (F.); 'Crowe, Don H'; Young, Kevin (K.); 'Ice, Jon D'; 'Oswald, Robert J'; Huling, Jack (J.)
Subject: RE: V6 Engine Exchange working level meeting
Attachments: Recent CQIS Claims5-3.xls

[Here is the latest engine exchange matrix.](#)

[Mr. Crowe - The PCM's you received are items 1 and 4 off this list](#)



Recent CQIS
Claims5-3.xls (393...

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

From: Brush, Eric (E.G.)
Sent: Tuesday, May 02, 2006 10:20 PM
To: Gibboney, Jim (JG.); Fitz, Don (D.J.); Watterson, John (K.J.); Unser, Dennis (D.K.); Bondy, Joe (J.R.); Castellano, John (J.); Carter, John (J.F.); Raju, Srinivasa (S.P.); Morosky, Steven (S.E.); Vizard, Louise (L.E.); Calamita, Achille (A.G.); Warm, David (D.L.); Matysiewicz, Edwin (E.J.); Deol, Satvir (S.S.); Wright, Robert (R.S.); Hearn, Mark (E.); Smaldone, Ronald (R.P.); Khan, Naved (A.); 'Torkelson, Pamela K'; 'Rafiq, Suhail'; Kadrovich, Kathy (K.); Kulkarni, Arvind (A.); Orris, Steve (S.J.); Shingleton, Leslie (L.E.); Nasar, John (H.S.); Bayne, Rick (R.); 'zaheer.minhas@delphi.com'; Salanta, Michael (M.); Zhu, Feng (F.); 'Crowe, Don H'; Young, Kevin (K.); 'Ice, Jon D'; 'Oswald, Robert J'
Cc: Brush, Eric (E.G.)
Subject: RE: V6 Engine Exchange working level meeting

Team: Here are the images of the Testing we did on Monday 5/1 at EVB. The Texas and Brockville PCM have been shipped to Don Crowe as requested on 5/2. I will send the updated excel sheet with the claim details and specific test results we discussed on Monday by COB Thursday 5/4.

[<< File: Engine Exchange - Water in PCM Images.ppt >>](#)

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

From: Brush, Eric (E.G.)
Sent: Friday, March 10, 2006 9:29 AM
To: Gibboney, Jim (JG.); Fitz, Don (D.J.); Watterson, John (K.J.); Unser, Dennis (D.K.); Bondy, Joe (J.R.); Castellano, John (J.); Carter, John (J.F.); Raju, Srinivasa (S.P.); Morosky, Steven (S.E.); Vizard, Louise (L.E.); Calamita, Achille (A.G.); Warm, David (D.L.); Matysiewicz, Edwin (E.J.); Deol, Satvir (S.S.); Wright, Robert (R.S.); Hearn, Mark (E.); Smaldone, Ronald (R.P.); Khan, Naved (A.); 'Torkelson, Pamela K'; 'Rafiq, Suhail'; Kadrovich, Kathy (K.); Kulkarni, Arvind (A.); Orris, Steve (S.J.); Shingleton, Leslie (L.E.); Nasar, John (H.S.); Bayne, Rick (R.); 'zaheer.minhas@delphi.com'; Salanta, Michael (M.); Zhu, Feng (F.)
Subject: V6 Engine Exchange working level meeting
When: Monday, May 01, 2006 2:30 PM-3:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Call in - meet in person as required
Importance: High

Note: Ed Matysiewicz / S. Rafiq please attend this meeting. Please forward this to the Ford EESE engine responsible for this interface as well. We also need the Motorola contact on line.

Subject: Water entering the PCM through the 104-way / PCM interface

Purpose: Review the results of the 5/1 testing at EVB.

Required attendees: Fitz, Don (D.J.); Watterson, John (K.J.); Unser, Dennis (D.K.); Castellano, John (J.); Carter, John (J.F.); Vizard, Louise (L.E.); Calamita, Achille (A.G.); Warm, David (D.L.); Matysiewicz, Edwin (E.J.); Hearn, Mark (E.); ; 'Torkelson, Pamela K'; 'Rafiq, Suhail'; Kadrovich, Kathy (K.); Kulkarni, Arvind (A.); Nasar, John (H.S.);

Agenda:

- 1) Discuss the results of the 5/1 testing at EVB
- 2) Discuss next steps
 - a) added testing required?
 - b) Potential immediate corrective actions

Background and test plan for 5/1

Results of 4/26 testing:

OAP Testing

- 1) Try A/B/A PCM in another vehicle - does problem follow - **4/28 update - Problem followed to new vehicle. This PCM needs to be sent to motorola and root cause of the failure determined**
- 2) Try water test performed by D. Warm on the original suspect OAP vehicle with a new PCM - The water penetration could not be duplicated on the original PCM from the vehicle but did fail on the returned PCM from a dealer the day before. More testing is scheduled for Monday 5/1 at EVB
- 3) The testing did prove if the PCM is exposed to water the vehicle does exhibit the failure modes we are seeing in the field.

Bottom Line - we have duplicated water penetration to a mated 104-way connector on one vehicle. The penetration does not seem to occur on every vehicle. The failure modes of water penetration match the failure modes we are tracking in CQIS claims and engine exchanges. We have been able to dry out a PCM and get it to return to normal operation

Dearborn Testing to be done at EVB on 5/1 - Meet at EVB for 9:30 am - Dave Warm is the contact

- 1) Determine if failure modes on "known good PCM" that was exposed manually to water still exist
- 2) Re run water test on known good PCM
- 3) Run water test on the Dealer return parts. Use power / dye to try and determine leak path between connectors
 - a) St Felician PCM
 - b) Brockville PCM
 - c) Texas PCM
 - d) Repeat on Varsity Ford returned PCM
- 4) Vehicle under hood review and images of potential sources of the water to the 104-way / PCM interface

Here is the call in number...

Ford Dial Net - 32-36737

International Dial In - 1-313-323-6737

Toll Free # - 1-800 - 367-3840

Participant code - 27263068

3.9L / 4.2L 2V V6 Essex Engine Unexplained CQIS Claims



Observations:

- 1) Water in 104-way to PCM header will cause similar failure modes and codes to be set
- 2) Water in the sheet metal holes on the PCM header will cause similar failure modes and codes to be set
- 3) Rust noted on calibration vehicle on metal support behind the cover
- 4) Dirt / Dust noted behind PCM cover on the calibrations vehicle as well as Brockville field failure
- 5) Corrosion on PCM terminals of calibration test vehicle - no blue seal present
- 6) A PCM will fail when exposed to the water and then dry out and function without issue again

Codes were are seeing

P0300 = Random misfire detected
 P0301 - Cylinder #1 misfire
 P0302 = Cylinder #2 misfire
 P0303 = Cylinder #3 misfire
 P0304 - Cylinder #4 - misfire
 P0305 = Cylinder #5 misfire
 P0306 -Cylinder #6 - misfire

P0316 = Misfire on Startup
 P0171 = System too lean (bank 1)
 P0175 = System too rich (bank 2)
 P1336 = OBD2 Fault

P0217 = Engine coolant (ECT) over temperature condition
 P0116 = Engine coolant temperature (ECT) sensor 1 circuit range/performance
 P0106 = MANIFOLD ABSOLUTE PRESSURE / BARO SENSOR RANGE / PERFORMANCE
 P0219 = ENGINE OVER SPEED CONDITION
 P0297 = VEHICLE OVER SPEED CONDITION

P2196 = O2 SENSOR SIGNAL BIASED / STUCK RICH (bank 1, sensor 1) (old P1132)
 P2198 = O2 SENSOR SIGNAL BIASED / STUCK RICH (bank 2, sensor 1) (old P1152)
 P1288 = CYLINDER HEAD TEMPERATURE OUT OF SELF TEST RANGE
 P1285 = CYLINDER HEAD OVER TEMPERATURE (CHT) CONDITION
 P1299 = CYLINDER HEAD OVER TEMPERATURE (CHT) PROTECTION ACTIVE

| Location | CQIS # | Claim Date | Vehicle Type | Vin | Milage | Build Date | Location | Codes | Contact Name | Contact # | Description | Data | Tear-down Findings (Exchanges) | Open Assignments | Engine Serial Number |
|-------------|--------------|------------|--------------------------------|---|------------------------------|------------|----------------------------------|----------------------------------|--------------|-----------|--|-----------------------|--|--|---|
| 1 At Dealer | 6DDA1061 NHL | 4/4/2006 | 2006,FREESTAR,SPO RT ,WAGON | 2FMZA57246E | 6,524 M / 10,439K M | 08/17/2005 | 4 hours 42 mins from OAP | P0303 P0304 P0306 P0316 | | | 04/04/2006 11:48AM LEWIS HARVEY MSS - FCSD - TECH SVC HOTLINE. TECH STATES ENGINE HAS A MISS ON #3 #6, HAS P0303 P0304 P0306 P0316. THE SPARK PLUGS IN #3 #6 ARE ERODED WITH THE ELECTRODE NEARLY GONE. LTFT'S 3-5%. TECH DID NOT DIAGNOSE THE CONCERN ANY FURTHER. REMOVED. THE HEADS AND FEELS THE ENGINE CONCERN IS A COOLANT CONSUMPTION ISSUE | No data at present | I spoke to the Brockville Mechanic again Friday night. He stated the fuel trims after re installing the head and changing plugs were back to normal. He did not check for valve recession but did confirm the piston and compression was back to normal. He stated the vehicle had an oil change at 5000 km's at the dealer and that the oil was very black but did not see coolant or fuel in it. The other visual was the #6 piston was cleaner than the #4 and #5 which is different than what was originally noted. The mechanic stated there was a slight popping noise was the engine was restarted but per Dave Warm this is probably just the IABV setting itself backup. The mechanic did state it did go away. Other observations were the PCM looked dry but the plastic cover on the bulk head of the PCM has visible green rust. He will send us the cover as well with the parts coming back. He will also send all the data of the engine he documented on paper with the parts.I did inquire about the original customer complaint and he stated the customer was pulling a small 4x4 utility trailer and the vehicle would not go over The MIL light came on and he brought it in for s | Dealer was contacted on 4/5. The plugs are melted - looks like coolant to mechanic because they are melted. Mechanic states there are signs of high heat in the chamber. The mechanic will re assemble the head to the engine on 4/6 and review fuel trims as well as pressure. Mechanic will also check the PCM for water. The plugs, PCM and maf's are available and dealer is willing to ship if authorized. J. Nasar to provide authorization. E. Brush to follow up at 3:00pm 4/6. The PCM / Maf's, two plug, left and right side intake gasket and well as the head gasket arrived at Essex 4/12. Images of the parts have been sent to the team. The parts have been shipped to John Watterson at POEE for distribution' Plugs - Jim Gibboney / PCM and maf's = Dave Warm / Cover Plate = Central Lab. 4/26 - The parts have been distributed. Note: Visually John Watterson, Dave Warm and myself agree signs of water/dirt are present in the connector area as well as on the blue seal. It is suspect that water penetrated through the 104-way and PCM header interface. See note | AA PCM F5SB-14A624-AA / 5B18AO AMP - C2 |
| 2 At Dealer | 6C5AM007 NHL | 3/31/2006 | 2006,FREESTAR,STD LN ,CARGO | 2FTZA54266BA17230 - ONLY 8 VEHICLES FROM # 3 | 11,490 K / 6894 M | 09/28/2005 | 9hours 52 minutes from OAP | P0171 P0175 P0301 P0303 P0304 | | | TECH HAD NO SPARK ON CYLINDER 4,5,6 , REPLACE COIL AND STILL CONCERN. ON CYLINDER 6 15 PSI COMPRESSION , TECH STATED THAT VEHICLE HAD SOME SPARK KNOCK , REPLACE ENGINE SUSPECT PISTON DAMAGE | No data at present | PCM, plugs and maf's are available. Mechanic states #6 plug is melted and #6 piston damaged. Dealer is requesting an exchange. Request for the engine return to Essex has been made (Craig Davis). PCM will be checked for water when exchange authorised. Dealer needs approval to send PCM and maf's from J. Nassar - talk to Junior (418-276-1316). The PCM, plug and maf's arrived at Essex on 4/18. Images of the parts have been sent to the team. There was small droplets of liquid noted in the connector as recieved. The vendor did ship the PCM in a plastic bag as requested. The status of the engine pull needs to be determined. The parts have been distributed and signs of dirt and water are present as in the claim above. D. Warm to provide an update on the MAF/PCM testing. See Note on EVB Testing | PCM F5SB-14A624-AA / 5F10AO AMP - D2 | |

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| 3 | At Dealer | 6C1EI002 | 3/27/2006 | 2006, FREESTAR, STNLN, CARGO | 2FTZA54206BA17238 - ONLY 8 VEHICLES FROM # 2 | 15,181 KM / 9108.6 M | 10/3/2006 | 6 hours 6 mins from OAP | P0306, P0303, P0302, P0316 | | | COIL WAS CRACKED AND REPLACED. P0306 AND P0303 CODES RESET AFTER REPLACEMENT. POWER BALANCE SHOWS 3 AND 6 INTERMITTANT. #6 PLUG ELECTRODE IS MELTED. RELATIVE COMPRESSION FOR #6 AT -7%. PLUGS 3 AND 6 WERE REPLACED AND P0306 CODE RETURNED. ADVISED TO TAKE BASE ENGINE COMPRESSION AND PERFORM CYLINDER LEAK TEST. | WDS values from Dealer - warm at idle - no odd readings - see file | They removed the head and found the #6 intake and exhaust valves "stretched". They replace the valves and re assembled the engine. The #6 code did not return. They took data which will be sent. They then changed the maf's as requested and took more data. The vehicle was now running fine and per dealer request was return to the customer without changing the PCM as originally planned. No signs of water were found on the PCM or foam absorber as well as the TSB was completed | Based on 3/31 call no one will be going to the dealer based on fact not enough information is available. OAP is sending a PCM and Maf's to dealer. The dealer will switch the PCM first and test vehicle. If codes remain the maf's will be changed and retested. John Nasar is contacting the dealer regarding these tests as well as seeking additional WDS information. The two valves, maf's, coil and plugs are being sent back to Arvind. Part status is required. The parts were received at OAP. Arvind is shipping the maf's to Dave Warm and the plugs and coil to J. Gibboney. No PCM was requested with this vehicle. The valves were supposed to be shipped but are still missing |
| 4 | At Dealer | 6DKA3012 NHL | 4/11/2006 | 2006 Freestar 4x2 Wagon | 2FMZA51696E | 362 M / 580 KM | 1/26/2006 | Bastrop, Texas | P0351/P0352/P0353 | | | TECH STATES THE VEHICLE IS IN FOR A CHECK ENGINE LIGHT. HE HAS CODES. P0351/2/3 STORED IN THE PCM. THE VEHICLE STARTS AND RUNS FINE. HE COULD NOT FIND A PINPOINT TEST FOR THESE CODES. HE IS SEEKING DIRECTION. TECH SVC HOTLINE ADVISED TECH THE CODES ARE FOR COIL CIRCUIT CONCERNS. ADVISED TO CHECK POWER TO THE COIL, MAKE SURE THE DRIVER CIRCUITS ARE OK. ADVISED TO FOLLOW PINPOINT TEST JET. TECH SVC HOTLINE TECH STATES THE VEHICLE MISSED ONLY FOR A FEW SECONDS COLD. HAS TESTED THE VPOWER TO THE COIL WITH DVOM AND TEST LIGHT. ALSO CHECKED THE COIL PULSE FROM PCM DRIVERS AND TEST FINE. TECH SVC HOTLINE SUGGEST TECH TO INSTALL THE PCM IN THE FREEZER FOR 1/2 HR TO DUPLICATE THE COLD START UP ISSUE. MAY NEED TO SWAP THE PCM OR THE COIL. NOTE: PER JOHN NASAR THE PCM WAS PUT ON A FREEZER TO DUPLICATE THE COLD ONLY CONDITION. THIS ACTION DID NOT RE INITIATE THE ISSUE | | | The status of PCM and Coil requested by J. Nasar is required. The parts will be shipped to Dave Warm once they arrive. No other action was required on this vehicle. Part status is required. J. Gibboney is requesting the coil. Coil sent to J. Gibboney on 4/28 and PCM is with D. Warm. No testing was done at EVB (Water Testing) and this part has been shipped to Don Crowe for analysis |
| 5 | At Dealer | 6DMBA002 | 4/13/2006 | 2006 Freestar 4x2 Sport Wagon | 2FMZA57255E | 28079 KM / 17549M | 9/9/2004 | - 7hrs and 42 minutes from OAP | 5 30 2 00 drvlin AT engagement, delayed/slips | | | TECH STATED THAT THE PCM WAS WATER FILLED. TECH CLEANED PCM AND CONNECTOR. CONCERN IS NOW ENGINE MISFIRE. TECH SVC HOT LINE ADVISED TO REPLACE PCM AND RETEST SUSPECT WATER DAMAGE TO PCM | | | This new claim will be discussed in the 4/20 meeting. The interesting part of this claim is it stated water is present and the failure mode goes from Trans to engine and includes misfire. Mark Hearn and John Nasar to update team to the results of their discussion with the dealer. The team needs to agree on what parts are required if any. The dealer has not been contacted to date. No parts are in process of being returned. The team needs to determine direction on this vehicle |
| 6 | At Dealer | 6DRBD006 NHL | 18-Apr | 2006, FREESTAR, STD LN, CARGO | 2FTZA54236E | 2138m | 1/30/2006 | - Near OAP | P1288 / P0219/P1336 | | TBD | 04/18/2006 10:27AM LEWIS HARVEY MSS - FCSD - TECH SVC HOTLINECUSTOEMR STATES ENGINE WAS BUCKING AND JERKING. HAD VEHICLE TOWED IN. HAS B1288 P0219 P1336. SEEKING KNOWN ISSUES. 04/18/2006 10:27AM LEWIS HARVEY MSS - FCSD - TECH SVC HOTLINE . TSB 05-23-07 ENGINE/TRANS DRIVEABILITY ISSUES DUE TO WATER ENTERING. THE PCM OR TRANSAXLE VENT - SEAL WATER LEAK IN THE COWL PANEL GRILL | Mark Hearn and Arvind Kulkarni visited the dealer for this vehicle. See attached note for details | PCM and Plugs status need to be reviewed. Looks like water in PCM connector issue | |
| 7 | At Dealer | 6DTC2001 NHL | 20-Apr | 2006 Freestar 4x2 Sport Wagon | 2FMZA50615E | 76,027K | 9/9/2005 | | P0302/P0306/P0316 | | | TECH STS P0302 306 316. MISFIRE ON #2. COILS KEEP FAILING. VEH IS ITS 3RD COIL PACK. HAS PULSE AT CIRCUIT 528 FROM PCM. TECH STS HES FOUND SOME CORROSION AT THE PCM CONNECTOR. TECH SEEKING DIRECTION/KNOWNS. TECH SVC HOTLINE TSB 05-23-07 ENGINE/TRANS DRIVEABILITY ISSUES DUE TO WATER ENTERING THE PCM OR TRANSAXLE VENT - SEAL WATER LEAK IN THE COWL PANEL THE PCM OR TRANSAXLE VENT - SEAL WATER LEAK IN THE COWL PANEL GRILL. ADV TECH TO OVERLAY DRIVER CIRCUIT FROM PACK TO PCM. REPLACE PCM. USE NEW PCM FOR PMI. | | Need to determine direction on this vehicle. Looks like water in the PCM connector | |

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| 8 | At Dealer | 6DRA9002 NHL | 28-Apr | 2006 Freestar 4x2 Limited Wagon | 2FMDA58216E | 777M | 8/12/2005 | | No codes provided in report | TBD | TECH SVC HOTLINE THE TECH STATES THIS VEHICLE HAS AN UNVERIFIED T/C LIGHT COMING ON AND THE ENGINE LOOSES POWER AT TIMES, PER THE CUSTOMER. NO CODES ARE PRESENT. NO RAIN IS AROUND OUR AREA. SEEKING A DIRECTION ON THE TSB 05-23-07 ENGINE/TRANS DRIVEABILITY ISSUES DUE TO WATER ENTERING THE PCM OR TRANSAXLE VENT - SEAL WATER LEAK IN THE COWL PANEL GRILL. REPORT #: 6BMDP001 REPLACE MODULE-BRK ANTILK TECH COMMENTS: ADVISED THE TECH TO CHECK FOR WATER IN THE PCM/BJB/AND ABS MODULE LOOK FOR CODES IN THE ABS MODULE POSSIBLE CODE C1288. | | | Need to determine direction on this vehicle. Tech states no water in area. May not be a claim we are after |
| 9 | At Dealer | 6DXC6012 NHL | 24-Apr | 2006 Freestar 4x2 Wagon | 2FMZA51606E | 3884M | 2/21/2006 | | No codes provided in report | | TECH INSPECTED VALVE TRAIN WHICH WAS OK REMOVED CYL. 4,5,6 SPARK PLUGS ELECTRODES ARE MISSING ON CYLS. 5,6. COMPRESSION 4-155PSI, 5-145PSI, 6-100PSI. SEEKING KNOWNS. TECH SVC HOTLINE ADVISED TECH TO RETRIEVE CODES AND FREEZE FRAME DATA FROM PCM. PERFORM CYLINDER LEAKAGE TEST CYLS. 4,5,6. CONSULTED SME BEN UFIMZEFF. ADVISED TECH ENGINEERING IS INVESTIGATING. IF PISTON DAMAGE IS PRESENT REPLACE ENGINE ASSEMBLY. DEALER'S P&A CODE RECENTLY CHANGED FROM 06842 TO 09684. DEALER IS LEVEL ONE. DSI 2004/01/01 2006/12/31 0.00 DEALER NOT IN WCP. REPAIR 04/24/2006 04:52PM MATTHEW SCHMIDT MSS - FCSD - TECH SVC HOTLINE TECH CALLING BACK STATES THE LEAKAGE IS OUT THE EXHAUST. THERE WAS SPARK PLUG MATERIAL IN THE CYLINDER DUE TO DETONATION FAILURE. HE IS GOING TO REPLACE THE ENGINE. RECOMM 04/24/2006 04:52PM MATTHEW SCHMIDT MSS - FCSD - TECH SVC HOTLINE ADVISED TECH TO CONSULT WA TO SEE WHICH P&A CODE THE CLAIM WILL BE | | Mark Hearn contacted the dealer. The engine will be exchanged on Monday 5/1. The team needs to determine what parts are required as well as follow up to the question list has to be done on Monday. The dealer is not working on the vehicle again until the replacement engine arrives. Mark Hearn will provide a note on the dealers answers to the questions so far at the 4/27 meeting. Note: The dealer states they had heavy rain and the the failure was a one time occurrence. This claim matches are failure modes!!! | |

Lean Codes

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| | Returned to customer | | 3/28/2006 | 2008 FREESTAR, BASE, 4X2, WAGON | 2FMZA51696E | 5167 | | | P0171 P0174 P2195 | North Brothers | | VEHICLE SURGES AT STOPS REPLACED MASS AIR METER LOAD 17.4% - LONGFT1 0% - LONGFT2 0% - MAF 0.91V - MAP 5g/s - MAP 5.94psi - SHRTFT1 2 0%BARS 154.3 F/PRESSURE 50 / 50psi | | PART RETURNED TO ENGINEERING. JOHN WATTERSON | Part to be provided to Dave Warm as well as claim reviewed with S. Rollins |
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Stalls

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| | Returned to customer | 6DCDP009 | 4/3/2006 | FRSTAR | 2FMZA56276E | 2799 | 11/30/2005 | | No Codes | Donway Ford Sales Ltd | (416) 751-2209 | SM STATES THAT THE CUSTOMER ALLEGES THAT THE VEH HAS A INTERMITTENT. STALLING CONCERN. THERE ARE NO CODES IN THE PCM & THEY CANNOT. DUPLICATE THE CONCERN. SM LOOKING FOR KNOWNS. DUPLICATE THE CONCERN. SM LOOKING FOR KNOWNS. TSB 05-23-07 ENGINE/TRANS DRIVEABILITY ISSUES DUE TO WATER ENTERING. THE PCM OR TRANSAXLE VENT - SEAL WATER LEAK IN THE COWL PANEL. GRILL ADVISED SM TO PERFORM THE ABOVE TSB. | No data at present | | 05803981306G |
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| Overheats | | | | | | | | | | | | | | | |
|-----------|----------|----------|------------|-----------------------------|-------------|---------------------|------------|--|-------------|--|--------------|--|--|--|--------------------------------|
| | Exchange | 6BUE9003 | 2/21/2006 | 2006 FREESTAR | 2FMZA51616E | 2182 | 12/16/2005 | | P0217 P0116 | Greenville Ford Lincoln-Mercury Danny Ward - technician | 903-455-7222 | TRACKER INDICATES "FLUID LEAKS EXTERNALLY. IN DEALERSHIP IN THE PAST 1000MI. FOR COOLANT LOSS HEATER HOSE BURST FROM OVER HEATING AT 1475MI. | Engine teardown analysis on-going. Initial visual observations: no leaks to 30psi on cooling system snoop test. No evidence of overheating or cylinder wash down. EEP Tech contacted tech Danny Ward at dealership - Dealer tech stated vehicle in several times after coolant leak repair at 1461 miles for low coolant level. Bleeding system and adding coolant did not resolve issue. Pressurized coolant system to 20 psi & let sit overnight - in the morning found pressure down slightly. When vehicle was started, there was no misfiring, but observed white smoke from exhaust. | Engine teardown analysis to continue. All components need to be checked for porosity (head, lower intake and block). The gaskets should be reviewed by the CPMT leader and vendor (head and lower intake) to confirm coolant ingestion was not the root cause. The head and blocks have been verified not to have any leaks. The lower intake will be re installed to an engine and tested and if it passes checked underwater at ELDON. The CHT has also been captured for this unit and will be sent to J. Watterson for review. | E1500 021205822699276G 542 AB |
| | Exchange | 5BXD8017 | 11/18/2005 | 2005,FREESTAR,4X2 WAGON | 2FMZA50645E | 13000 MI / 20,921 K | 12/16/2004 | | No codes | Lindquist Ford, Inc. Craig Carlson - Technician | 563-449-9001 | Temperature gauge fluctuates. Cylinder head temperature hotter and intake temperature cooler than on good vehicle - only happens with the heater on. Removed cylinder head and found casting flaw in the engine block. | No visual casting flaws in block, heads or lower intake. Block and heads sectioned - no blockages in coolant ports. Thermostat functioning properly. Bypass tube checked - degas vent hole clear - no blockage at this time. | Suspect air in coolant system may have caused noted concern. | E1500 081204644768245G 542 AA |
| | Exchange | 5KNDB013 | 11/16/2005 | 2005,F150 4X2,REG CAB,STYSD | 1FTRF12235N | 8902MI / 14,326 K | 12/16/2004 | | P0303 P0305 | Colonial Ford Truck Sales Timothy Berlin - Technician | 804-232-3492 | Engine overheated, resulting in a hydrolock. Two bent rods (#3 & #5). Upper intake has coolant throughout from damaged gasket. Retail vehicle | No signes of overheating. Found #3 connecting rod bent, #5 has a few nicks on it - not bent. Lower intake gaskets not returned with engine. Lower intake measured - no issues. Fuel rail sent to supplier for analysis - flow tested okay. PCV valve heater unit pressurized to 15psi. Lower intake and cylinder heads air under water tested - NO LEAKS found. Note original oil filter returned with engine. | Fuel Injector supplier - Siemens - to provide results of tear down analysis on injectors to look of evidence of contamination that may have held injector open. | E1500 27070576213839 5G 703 AA |
| | Exchange | 5HOCF011 | 8/15/2005 | 2005,F150 4X2,REG CAB,STYSD | 1FTRF122X5N | 4168mi / 6,707 K | 6/10/2005 | | P1285 P1299 | Palm Springs Ford Lincoln Merc ROLANDO LARA | 760-328-2102 | #4 and #6 cylinder bore scored and has bad compression. Engine will not start. Thermostat tested on hot water or microwave and will not open - it is stuck closed. | Thermostat tested and found to open at approximately 194 degrees Fahrenheit. Closes okay. Cylinder head gaskets not blown. Water (not coolant) in cylinders 3,4,5 & 6 - rusty. No indication of engine overheat, engine not seized. Dealer misdiagnosed issue. | | E1500 01060574064236 5G 702 AA |
| | Exchange | 5GLFB008 | 7/12/2005 | 2005,MONTEREY,VA N,WAGON | 2MRZA21225E | 618 mi / 994 K | 9/8/2004 | | | Caskinette's Lofink Motor Co. JEROME LAPLATNEY | 315-493-1360 | Vehicle overheated severely, customer did not stop until it stopped. Cylinders 3 & 4 missing intermittently. Lower rad hose blew off - clamp broke in 3 spots. | Note: COIS report does not show approval code or that exchange was suggested. Suspect level 1. Snoop checked cooling system to 20 psi - no leaks. No sign of any major overheating in engine. | | E1500 300804592410295G 724 AA |

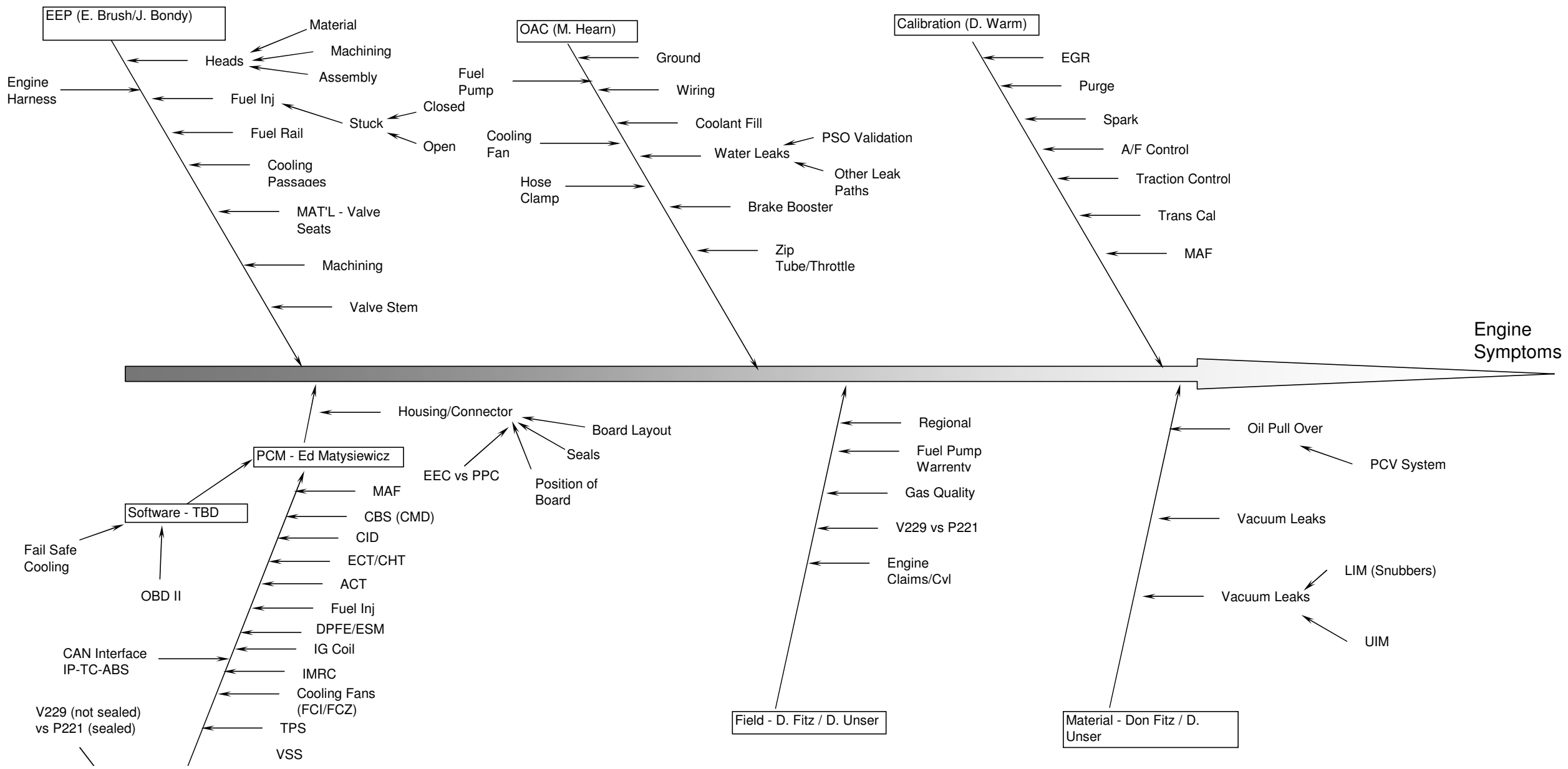
Knocks / Melted Electrodes - Detonation / Oil Pull Over / Usage

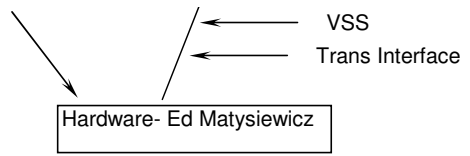
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| | Exchange | 5L2CD005 | 12/29/2005 | 2006 FREESTAR | 2FMZA51646E | 4 | 12/28/2005 | | No codes | Frank Kennedy Ford James Gilbert - technician | 301-698-6230 | TECH STATES VEHICLE HAS A KNOCKING NOISE AND A RATTLE COMING FROM THE LOWER END. STATES THE OIL LEVEL IS FULL - STATES OIL SMELLED RANCID AND HAD A DARK GREEN TINT, NOT FACTORY FILL DYE. REPLACED OIL AND FILTER TO NO AVAIL. STATES NOISE IS FROM #6 CYLINDER. | Engine torn down completely - no visible faults found. #6 and #3 valves ok for straightness & face runout. #6 and #3 valve seats & guides ok for runout. Checked main, rod, cam, balance shaft, & piston clearances - all okay. Engine rebuilt to be run in vehicle in Dearborn. | Dealership to send sample of oil to Don Fitz - Don Fitz to analyze sample upon receipt. Need address from John Watterson to send engine to for testing. | E1500 251105818057266G 542 AA |
| | Exchange | 5KHCL004 | 11/30/2005 | 2006 FRSTAR, 4X2, STDLN, CARGO | 2FTZA54656E | 3692 | 8/16/2005 | | P0106 P0171 P0219 P0297 P0300 P0301 P0303 P0305 P0306 P0316 P2196 P2198 | Desoto Ford-Mercury Inc. Lyn Baker - Shop Foreman | 863-494-4848 | Vehicle died out and would not start. R&I all spark plugs - found electrodes melted off all plugs. Ground strap between the starter and solenoid is melted off. Pistons have holes in them. No compression in 3/4/5/6. 3/8 in hole in air tube after the MAF - no hose or plug that fits there. Oil in air tube / filter. Retail. | Spark plugs not returned with engine. Sections of piston upper ring land on cylinders #3 and #6 broken off. Section of #3 piston side wall broken off. Sections of piston appear melted - signs of high temperature / detonation. Found oil in upper intake manifold runners - RH bank. Noted stronger than usual fuel smell upon removal of fuel rail. | Parts sent to Jim Gibbony for analysis / review. | E1500 230605754460266G 542 AA |
| | Exchange | 5JYCI007 | 10/25/2005 | 2006 FREESTAR | 2FMZA51606E | 1103 | 8/30/2005 | Chula Vista, California | No codes | Fuller Ford Victor Rangel - Technician | 619-656-3360 | Knock noise from lower end of engine. Noise at all times. Tech removed oil pan and found that cylinder #6 was scored. Removed and found that the piston was melted. Fleet vehicle. | #6 cylinder bore and piston severely scuffed. Fuel rail sent to supplier 11/14/05 for analysis - Injector (Raws #113221) was found to be TNI (.02 CCM). #6 piston pin pushed out - no excessive scoring on piston pin. Lower intake manifold checked for flatness and location of deck face - in spec. Lower intake side gasket sealing bead had small void - suspect torn during removal - sent to supplier for analysis. Production # on top of #6 piston forwarded to Federal Mogul - production records indicate the piston was grade 1 - matches the bore grade. #6 cylinder piston top compression ring thickness measured in layout - in spec (1.47 - 1.49 - measurements found to be at lower end of spec, highest was 1.475). Cylinder block "air under water" tested in block department - no leaks. | | |

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|--|----------|----------|-----------|---------------------------------|-------------|--------------------|------------|------------------|----------|--|----------------|--|--|---|--|--------------------------------|
| | Exchange | 5IICV006 | 9/22/2005 | 2005,FREESTAR,CANADA , WAGON | 2FMZA55215E | 3758MI / 6,049 K | 12/1/2004 | Timmins, Ontario | | Timberland Ford Inc. Pat Hebert | 705-268-3673 | Oil consumption and blue smoke from exhaust on start up. Found #5 plug oil contaminated and 175 psi in #5. Isolated failure to rings. Retail use. | | Rings look okay. Irregularity in #5 cylinder bore. Valves and cylinder head in #5 location measured - in spec. Note #5 spark plug not returned with engine. Cylinder head measurements taken - in spec. | Engine re-assembled and shipped to WEP for Dyno testing to see if concern can be duplicated. | 171104 635715249 5G 724 AA |
| | Exchange | 5DLGA005 | 8/25/2005 | 2005 FREESTAR, BASE, 4X2, WAGON | 2FMZA50625E | 4041 Miles | 12/22/2004 | Vermont | No codes | Heritage Ford WAYNE STEWART - Shop Foreman | (802) 865-8150 | Spark knock concern. Noise most prevalent at about 3200RPM, 70 - 75 MPH going up a gentle hill. Vehicle must be hot for noise to occur. | | Engine torn down completely, no visual defects found. Cylinder head combustion volumes measured - okay, no issues. Suspect vehicle system issue, not base engine concern | Engine re-assembled - Sent to EMDO for in-vehicle testing 12/2/05. | E1500 14120464865624 5G 542 AA |
| | Exchange | 5HIDJ010 | 8/25/2005 | 2005,F150 4X2,REG CAB,STYSD | 1FTRF12255N | 5831 MI / 9,384 K | 5/4/2005 | Marion, Illinois | No codes | Marion Ford-Mercury, Inc TONY SHO VAN - Technician | 618-993-2161 | Engine knock at all times, when #3 cylinder is disabled noise goes away, oil pressure fluctuates extremely. Customer services vehicle regularly, oil changed at dealer 8-8-05 at 5351 miles. Note initial call to hotline 8/9/05. Vehicle usage: commercial. | | Above normal (for stated mileage) deposits on engine (on pistons, valves, cylinder heads, etc.) Glossy, crystallized structure to deposits. Valve guide diameter at top out of spec. on all intakes. Possible oil overfilled at dealership during oil change. Intake guide diameter at the top out of speck - all on both heads. Valve guides from left head analyzed - no issues with material content | | E1500 14040571020236 5G 702 AB |
| | Exchange | 5HAIP003 | 8/1/2005 | 2005,FREESTAR,SPO RT , WAGON | 2FMZA57605E | 13511mi / 21,743 K | 11/19/2004 | Morrow, Virginia | No codes | Allan Vigil Ford Kenny Jones - Technician | 678-364-3060 | Engine misfiring. Manual compression on cylinders 2,3,5,6 low. Found upper ring land damage on four pistons. Not all on thrust side. Fuel sample good - clear/odour/colour. | | Confirmed upper ring land damage on piston # 2,3,5,6. Engine rusty. PRT team reviewed engine on 9/15/05. Pistons analyzed - hardness and microstructure in spec. Block sectioned, no coolant ports blocked. | | E1500 160804584955245G 542 AA |

Cylinder Heads / Melted Electrodes

| | | | | | | | | | | | | | |
|--|----------------------|--|--|---------------------------------|-------------|-------|-----------|----|--|-------------|--|--|--|
| | Returned to customer | | | 2005 FREESTAR, BASE, 4X2, WAGON | 2FMDA51696E | 14062 | 7-Sep-05 | MI | | P0306,P0316 | | | WDS TEST,P0306,P0316.COMPRESSION TEST.# 6 INJECTORSTUCK OPEN,BURNT PLUG & EXHAUST VALVE.DAMAGED HE AD.REPLACE CYLINDER HEAD ASY. RETEST.ROAD TEST.OK. |
| | Returned to customer | | | 2006 FREESTAR, BASE, 4X2, WAGON | 2FMZA516X6E | 2166 | 29-Jun-05 | CA | | | | | ENGINE RUNS ROUGH FOUND NO COMPRESSION NUMBERS ONE,TWO AND THREEE REPLACE RIGHT CYLINDER HEAD ,HEAD GSKT INTAKE AND EXHAUST GSKTS REPLACE PLUGS HEATER HOSE QUICK DISCONNECT KIT AND THER MOSTAT BY PASS ORING.REPLACE OIL AND FILTER AND COOLANT. |
| | Returned to customer | | | 2007 FREESTAR, BASE, 4X2, WAGON | 2FTZA54646E | 8196 | 26-Aug-05 | WV | | | | | PERFORM TEST FOUND INTAKE VALVE SUNK IN HEAD REPLACED R S HEAD AND REASSEMBLE REPLACE 3 PLUGS AND #3 INJECTOR |
| | Returned to customer | | | 2008 FREESTAR, BASE, 4X2, WAGON | 2FTZA54646E | 8750 | 26-Aug-05 | WV | | PO306 | | | PERFORM TESTS CODE P0306 #6 PLUG TIP BURNT OFF 10 PSI COMP INTAKE VALVE SUNK INTO HEAD REPLACED L HEAD AND GASKETS REASSEMBLE CHANGE OIL & FILTER |





| MDL_YR | VIN_CD | LBR_CO ST | ENG_CD | TRANS_CD | PRODN_DT | WRTY_STA RT_DT | PH_NUM | PART_NUM CAUS_PREF | PART_NUM CAUS_BASE | PART_NUM CAUS_SUFF | Analysis | Code Set | Cause | TECH_TXT1 | Complaint | Retail/Fleet/Lease | Special Notes |
|--------|-------------|-----------|---------------|-----------|------------|----------------|---------|--------------------|--------------------|--------------------|--|---------------------|---------------------|--|------------|--------------------|------------------------------|
| 2006 | 2FMDA51636E | 152.78 | T/QE-3.9L OHV | T/DX-AX4N | 10/14/2005 | 11/20/2005 | 7904600 | 6F2Z | 12A650 | ED | | P0403 | PCM-Water Ingestion | 9337 EEC TEST PINPOINT TEST HH TO Z PID MON NO FAULT FOUND CALL HOTLINE SUGGESTED TO CHECK TSB 05 23 07 WATER ENTERING PCM | Light | Fleet | repeated concern |
| 2006 | 2FMZA51696E | 433.95 | T/QE-3.9L OHV | T/DX-AX4N | 9/16/2005 | | 6590333 | 6F2Z | 12A650 | ED | ISKRA not functioning, Freescale confirmed failure | P0351, P0352, P0353 | PCM-Water Ingestion | EEC P0351 P0352 P0353, PID MONITOR, PINPOINT N1 , INJECTOR FLOW, IGN SYSTEM, FUEL PRESSURE TEST 61 PSI OK. ACCESS FUSE BOX, ALL OK. CALLED ROB AT FORD TECH 5JZ4D006. INSTALLED BREAK OUT BOX . TEST | Light | Retail | |
| 2006 | 2FMZA52246E | 264.5 | T/LY-4.2L OHV | T/DX-AX4N | 10/25/2005 | 11/9/2005 | 4332277 | 6F2Z | 12A650 | VB | TNI | NA | PCM-Water Ingestion | PERFORM WDS DIAG NO CODES MONITOR SENSOR VALUES WHILE ROAD TESTING ALL SENSORS OPERATING CORRECTLY PERFORM TSB 05 23 07 INSPECTED PCM AND | Stalls | Fleet | |
| 2006 | 2FTZA54646E | 163.66 | T/QE-3.9L OHV | T/DX-AX4N | 9/12/2005 | 11/9/2005 | 2983800 | 6F2Z | 12A650 | ED | TNI | P0722 | PCM-Water Ingestion | WDS DIAG CLEARED CODES PERFORMED TSB 05 23 07 REMOVED UPPER AND LOWER COWL PANELS HAD WATER IN PCM CONNECTOR AND PCM | Runs Rough | Fleet | |
| 2006 | 2FTZA546X6E | 287 | T/QE-3.9L OHV | T/DX-AX4N | 10/5/2005 | 11/11/2005 | 9411330 | 6F2Z | 12A650 | UB | #N/A | NA | PCM-Water Ingestion | ROAD TEST CANNOT DUPLICATE PROBLEM TEST EEC KOEO PASS CONTINUOUS PASS KOER PASS CHECK OASIS TSB 05 27 07 WHICH HAS ALREADY BEEN DONE MAY | Stalls | Fleet | |
| 2006 | 2FMDA52206E | 214.12 | T/LY-4.2L OHV | T/DX-AX4N | 10/6/2005 | 11/2/2005 | 3560072 | 6F2Z | 12A650 | KD | #N/A | NA | PCM-Water Ingestion | PCM PERFORMED EEC SELF TEST.P1744.PERFORMED PINPOINT TEST,PID DATA MONITOR RECORD.WATER INGESTION INTO PCM.REPLACE | Light | Retail | Ford paid for loaner vehicle |
| 2006 | 2MRDA22246E | 109.76 | T/LY-4.2L OHV | T/DX-AX4N | 6/13/2005 | | * | 6F2Z | 12A650 | KD | #N/A | NA | PCM-Water Ingestion | DIAGNOSIS OF PCM WATER INTERSNION WAS NECESSARY TO ACCESS WIPER AND COWLING. REMOVE AND REPLACE PCM PROGRAM. DETECT SYSTEM NORMAL | Idles High | Retail | |

| | | | | | | | | | | | | | | | | | |
|------|-------------------|--------|------------------|---------------|-----------|------------|---------|------|--------|----|----------|---|------------------------|---|----------|--------|---------------------|
| 2006 | 2FMZA51656BA03533 | 379.6 | T/QE-3.9L OHV | T/DX- AX4N | 8/4/2005 | 11/5/2005 | 6495640 | 6F2Z | 12A650 | UA | #N/A | P0171, P0201, P0203, P0206, P0303, P0316 | PCM-Water Ingestion | 308 ROAD TEST VERIFY COMPLAINT PERFORM KOEO SELF TEST DTC P0171 P0201 P0203 PO206 PO303 CHECK PERFORM FUEL PRESSURE TEST 40 PSI OK IN SPEC INSPECT ENGINE CONTROL | Light | Retail | |
| 2006 | 2FMZA51696BA14812 | 96 | T/QE-3.9L OHV | T/DX- AX4N | 9/7/2005 | 10/28/2005 | 4533117 | 6F2Z | 12A650 | ED | #N/A | P0605 | PCM-Water Ingestion | VERIFIED CONCERN NO CRANK NO START PDS NO COMMUNICATIONS WITH PCM NGS COMMUNICATIONS OK ALL OTHER MODULES EXCEPT PCM ACCE PCM DISCONN AND CHKD | No Crank | Retail | |
| 2006 | 2FMZA52226BA12606 | 349 | T/LY-4.2L OHV | T/DX- AX4N | 9/1/2005 | 9/17/2005 | 8707221 | 6F2Z | 12A650 | JD | #N/A | P1633 | PCM-Water Ingestion | EEC DIAGNOSIS YKOE P1000 KOEC P1000,P1633 KOER P1000 INSPECT KAM FUSE FOR OPEN OK ROAD TEST & MONITOR KAM PID OK ACCESS INSPECT | Light | Fleet | repeated concern |
| 2006 | 2FMZA51656BA22082 | 294.99 | T/QE-3.9L OHV | T/DX- AX4N | 10/5/2005 | 11/30/2005 | 7613673 | 6F2Z | 12A650 | UB | Flash IC | P0174, P0219 | PCM-Water Ingestion | PERFORMED ECC TEST PERFORMED ENGINE PINPOINT REMOVED AND REPLACED THE PCM | Stalls | Retail | Not duplicate |
| 2006 | 2FMDA58216BA11433 | 181.06 | T/LY-4.2L OHV | T/DX- AX4N | 8/18/2005 | 11/8/2005 | 5293200 | 6F2Z | 12A650 | XB | 0 | P0350, P0351, P0352, P0353 | PCM-Water Ingestion | VERIFY CEL ON. WDS DIAG. CONTACT HOTLINE. REPLACE PCM. PROGRAM NEW PCM. CUT AND PROGRAM KEY. CLEARED CODES. OPERATION NOW O.K. | Light | Retail | repeated concern |

| MODEL | YEAR | PLATFORM | RO | RODATE | VIN | BUILDDATE | MILEAGE | CUSTCOMPLA | REPAIRTEXT | PROBLEM | COMPONENT | HARNESS | CONN | FUS | IPTV | CPV |
|-------|------|----------|---------|-----------|-------------|-----------|---------|---|--|---------------------------|---------------------------------|---------|--------|----------|----------|-----|
| 2005 | | V229 | 1035612 | 17-May-05 | 2FMZA51635B | 11-Nov-04 | 351 | INTERMITTENTLY WONT START | CMCDTC P191 P1233 KOEO PASS KOER PASS UNABLE TO VERIFY CALL HOTLINE TOLD TO CHECK PCM WATER AND GORUND C305 C305 CHECK OK INSPECTED PCM FOUND MINOR CONDENSATION ON CONNECTOR CLEARNED CONNECTOR INSTALL DIELECGRIC GREASE TO CONNECTGOR CHECK FUEL PUMP D RIVR | CONNECTOR-WATER INTRUSION | MODULE-POWERTRAIN CONTROL (PCM) | ENGINE | C175 A | 0.012801 | 0.011061 | |
| 2005 | | V229 | 1364364 | 15-Jul-05 | 2FMZA52265B | 21-Dec-04 | 1739 | CUSTOMER STATES THAT WHEN AT A STOP AND HE TAKES OFF, THE ENGINE WILL DIE. DOES NOT DO IT ALL THE TIME. | LOOSE CONNECTOR AT PCM DIAGS AND FOUND NO CODES. CALLED TECH HOTLINE AND CHECKED ESM MODULE AND FOUND WATER IN CONNECTOR. CLEAN OUT CONNECTOR AND SEALED WHERE WATER WAS COMING IN. RE ASSM AND RETES T, FOUND OK. | CONNECTOR-WATER INTRUSION | MODULE-POWERTRAIN CONTROL (PCM) | ENGINE | C175 A | 0.012801 | 0.001403 | |

| | | | | | | | | | | | | | | |
|------|------|---------|-----------|----------------------------|-----------|------|-----------------------------|---|--|---|--------|--------|----------|---------|
| 2005 | V229 | 2248997 | 20-Sep-05 | 2FMZA57 655B [REDACTED] | 18-Apr-05 | 8089 | CHECK ENGINE LIGHT ON | 8089 CHECK ENGINE CODE P0138. HO2SENSOR. PERFORMED PIN POINT TEST. FOUND WATER CONTAMINATION IN PCM CONNECTOR. DRYIED WATER FROM CONNECTOR, APPLIED DIELECTRIC GREASE AND SECURELY CONNECTED PCM. CLEARED CODES. CHECKED WITH DATA LOGGER, NORMAL SPEC.S | CONNEC TOR- WATER INTRUSI ON | MODULE- POWERTRAIN CONTROL (PCM) | ENGINE | C175 A | 0.012801 | 0.00045 |
|------|------|---------|-----------|----------------------------|-----------|------|-----------------------------|---|--|---|--------|--------|----------|---------|

From: Brush, Eric (E.G.)
Sent: Wednesday, April 19, 2006 4:50 PM
To: Brush, Eric (E.G.); Gibboney, Jim (J.G.); Fitz, Don (D.J.); Watterson, John (K.J.); Unser, Dennis (D.K.); Bondy, Joe (J.R.); Castellano, John (J.); Carter, John (J.F.); Raju, Srinivasa (S.P.); Morosky, Steven (S.E.); Vizard, Louise (L.E.); Calamita, Achille (A.G.); Warm, David (D.L.); Matysiewicz, Edwin (E.J.); Deol, Satvir (S.S.); Wright, Robert (R.S.); Hearn, Mark (E.); Smaldone, Ronald (R.P.); Khan, Naved (A.); 'Torkelson, Pamela K'; 'Rafiq, Suhail'; Kadrovich, Kathy (K.); Kulkarni, Arvind (A.); Orris, Steve (S.J.); Shingleton, Leslie (L.E.); Nasar, John (H.S.)
Subject: RE: V6 Engine Exchange working level meeting
Attachments: RE: Item #3 Update?; V229 Engine Failure Calibration Investigation.doc

The attached files will be reviewed in the call in tomorrow and are in addition to the files I sent yesterday.

- 3) A list of dealer question needs to be formed so that we are prepared on what to ask the next time a incident occurs.
Per 4/13 meeting Mark Hearn will distribute a draft - status update required for 4/20



RE: Item #3
Update?

- 4) The history of occurrence of melted plugs need to be obtained from the ignition team. A fault tree of the ignition teams experiences of what can cause a plug to melt needs to be created

Responsible: Don Fitz / Ignition Team / [Dave Warm](#)

[Jim Gibboney](#) stated on the 4/13 call in heat is the only cause for melted plugs and that any source of heat could do it.

ie - lean / coolant flow etc - see

[Dave Warm](#) offered to start a more failure mode specific tree - It will be engine control focused (calibration).

[Dave](#) will send the draft in a separate file.



V229 Engine Failure
Calibratio...

From: Hearn, Mark (E.)
Sent: Wednesday, April 19, 2006 1:06 PM
To: Brush, Eric (E.G.)
Cc: Nasar, John (H.S.); Warm, David (D.L.); Fitz, Don (D.J.); Kulkarni, Arvind (A.); Matysiewicz, Edwin (E.J.)
Subject: RE: Item #3 Update?

Here are the questions I have assembled. Please provide any feedback you wish.

- 1) What are the symptoms the customer experienced? Under what driving conditions did the symptoms occur?
- 2) Is the symptom intermittent, single occurrence or continuous?
- 3) Record all relevant vehicle build information including build date, VIN, etc.
- 4) What was the weather conditions when the symptom occurred? Temperature, Wet or Dry conditions?
- 5) Did you verify the symptoms under similar conditions? If so please contact the dealer hotline (pending VDR application)
- 6) Are there any DTC codes stored or pending in the PCM? If so, please list them.
- 7) What are the short and long term fuel trims at idle?
- 8) What are the HEGO sensor readings in volts at idle?
- 9) What is the Mass Air Flow at idle?
- 10) What is the cylinder to cylinder Power Balance? If any there are any abnormal cylinders, check the cylinder compression mechanically.
- 11) What are the conditions of the plugs? Are they fouled or clean? List the condition by spark plug location.
- 12) Are there any other visual abnormalities associated with the spark plugs?
- 13) Is there any damage to the coil?
- 14) Pull the engine harness electrical connection to the coil. Is there any water present in the connection?
- 15) Pull the engine harness electrical connection to the PCM. Is there any water present in the connection?
- 16) Per TSB 05-23-07, is there any water present inside the PCM stowage compartment. Check the PCM for water presence inside and visual staining on the top of the PCM.
- 17) Per the same TSB, if water is apparent in the PCM, check to see if the two (2) undercowl plugs have been removed.
- 18) Record the calibration level of the PCM.

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

From: Brush, Eric (E.G.)
Sent: Tuesday, April 18, 2006 7:50 PM
To: Hearn, Mark (E.)
Subject: Item #3 Update?

Mark: Will you have a draft of this one prior to Thursday?

- 3) A list of dealer question needs to be formed so that we are prepared on what to ask the next time a incident occurs.
Per 4/13 meeting Mark Hearn will distribute a draft - status update required for 4/20

Eric Brush
Essex Resident
519-944-9244
Fax - 519-944-9260

V229 Engine Failure Calibration Investigation

KNOCK CONDITION

- Operating Spark too Advanced
- Compression Ratio too high
- Knock Sensor Calibration incorrect
- Knock Sensor not working
- MAF Sensor reading lean
- Air – Fuel Distribution
 - A/F is lean
 - EGR Distribution
 - EGR only going to one bank
 - EGR mainly flowing to one cylinder
 - Purge Flow Distribution
 - Injector Flow
 - Injectors have low flow
 - Fuel Pressure Low
- Fuel – very high Aeromatic
- PCV – oil pull over

MISFIRE CONDITION

- Fuel Pressure Low
- Misfiring
- Purge Flow Distribution
- PCV – oil pull over
- Air Fuel Distribution – Lean
- Coil
 - Broken
 - Intermittent Firing

From: Brush, Eric (E.G.)
Sent: Wednesday, May 03, 2006 1:19 PM
To: Brush, Eric (E.G.); Gibboney, Jim (JG.); Fitz, Don (D.J.); Watterson, John (K.J.); Unser, Dennis (D.K.); Bondy, Joe (J.R.); Castellano, John (J.); Carter, John (J.F.); Raju, Srinivasa (S.P.); Morosky, Steven (S.E.); Vizard, Louise (L.E.); Calamita, Achille (A.G.); Warm, David (D.L.); Matysiewicz, Edwin (E.J.); Deol, Satvir (S.S.); Wright, Robert (R.S.); Hearn, Mark (E.); Smaldone, Ronald (R.P.); Khan, Naved (A.); 'Torkelson, Pamela K'; 'Rafiq, Suhail'; Kadrovich, Kathy (K.); Kulkarni, Arvind (A.); Orris, Steve (S.J.); Shingleton, Leslie (L.E.); Nasar, John (H.S.); Bayne, Rick (R.); 'zaheer.minhas@delphi.com'; Zhu, Feng (F.); 'Crowe, Don H'; Young, Kevin (K.); 'Ice, Jon D'; 'Oswald, Robert J'; Huling, Jack (J.)
Subject: RE: V6 Engine Exchange working level meeting
Attachments: Recent CQIS Claims5-3.xls

[Here is the latest engine exchange matrix.](#)

[Mr. Crowe - The PCM's you received are items 1 and 4 off this list](#)



Recent CQIS
Claims5-3.xls (393...

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

From: Brush, Eric (E.G.)
Sent: Tuesday, May 02, 2006 10:20 PM
To: Gibboney, Jim (JG.); Fitz, Don (D.J.); Watterson, John (K.J.); Unser, Dennis (D.K.); Bondy, Joe (J.R.); Castellano, John (J.); Carter, John (J.F.); Raju, Srinivasa (S.P.); Morosky, Steven (S.E.); Vizard, Louise (L.E.); Calamita, Achille (A.G.); Warm, David (D.L.); Matysiewicz, Edwin (E.J.); Deol, Satvir (S.S.); Wright, Robert (R.S.); Hearn, Mark (E.); Smaldone, Ronald (R.P.); Khan, Naved (A.); 'Torkelson, Pamela K'; 'Rafiq, Suhail'; Kadrovich, Kathy (K.); Kulkarni, Arvind (A.); Orris, Steve (S.J.); Shingleton, Leslie (L.E.); Nasar, John (H.S.); Bayne, Rick (R.); 'zaheer.minhas@delphi.com'; Salanta, Michael (M.); Zhu, Feng (F.); 'Crowe, Don H'; Young, Kevin (K.); 'Ice, Jon D'; 'Oswald, Robert J'
Cc: Brush, Eric (E.G.)
Subject: RE: V6 Engine Exchange working level meeting

Team: Here are the images of the Testing we did on Monday 5/1 at EVB. The Texas and Brockville PCM have been shipped to Don Crowe as requested on 5/2. I will send the updated excel sheet with the claim details and specific test results we discussed on Monday by COB Thursday 5/4.

<< [File: Engine Exchange - Water in PCM Images.ppt](#) >>

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

From: Brush, Eric (E.G.)
Sent: Friday, March 10, 2006 9:29 AM
To: Gibboney, Jim (JG.); Fitz, Don (D.J.); Watterson, John (K.J.); Unser, Dennis (D.K.); Bondy, Joe (J.R.); Castellano, John (J.); Carter, John (J.F.); Raju, Srinivasa (S.P.); Morosky, Steven (S.E.); Vizard, Louise (L.E.); Calamita, Achille (A.G.); Warm, David (D.L.); Matysiewicz, Edwin (E.J.); Deol, Satvir (S.S.); Wright, Robert (R.S.); Hearn, Mark (E.); Smaldone, Ronald (R.P.); Khan, Naved (A.); 'Torkelson, Pamela K'; 'Rafiq, Suhail'; Kadrovich, Kathy (K.); Kulkarni, Arvind (A.); Orris, Steve (S.J.); Shingleton, Leslie (L.E.); Nasar, John (H.S.); Bayne, Rick (R.); 'zaheer.minhas@delphi.com'; Salanta, Michael (M.); Zhu, Feng (F.)
Subject: V6 Engine Exchange working level meeting
When: Monday, May 01, 2006 2:30 PM-3:30 PM (GMT-05:00) Eastern Time (US & Canada).
Where: Call in - meet in person as required
Importance: High

Note: Ed Matysiewicz / S. Rafiq please attend this meeting. Please forward this to the Ford EESE engine responsible for this interface as well. We also need the Motorola contact on line.

Subject: Water entering the PCM through the 104-way / PCM interface

Purpose: Review the results of the 5/1 testing at EVB.

Required attendees: Fitz, Don (D.J.); Watterson, John (K.J.); Unser, Dennis (D.K.); Castellano, John (J.); Carter, John (J.F.); Vizard, Louise (L.E.); Calamita, Achille (A.G.); Warm, David (D.L.); Matysiewicz, Edwin (E.J.); Hearn, Mark (E.); ; 'Torkelson, Pamela K'; 'Rafiq, Suhail'; Kadrovich, Kathy (K.); Kulkarni, Arvind (A.); Nasar, John (H.S.);

Agenda:

- 1) Discuss the results of the 5/1 testing at EVB
- 2) Discuss next steps
 - a) added testing required?
 - b) Potential immediate corrective actions

Background and test plan for 5/1

Results of 4/26 testing:

OAP Testing

- 1) Try A/B/A PCM in another vehicle - does problem follow - **4/28 update - Problem followed to new vehicle. This PCM needs to be sent to motorola and root cause of the failure determined**
- 2) Try water test performed by D. Warm on the original suspect OAP vehicle with a new PCM - The water penetration could not be duplicated on the original PCM from the vehicle but did fail on the returned PCM from a dealer the day before. More testing is scheduled for Monday 5/1 at EVB
- 3) The testing did prove if the PCM is exposed to water the vehicle does exhibit the failure modes we are seeing in the field.

Bottom Line - we have duplicated water penetration to a mated 104-way connector on one vehicle. The penetration does not seem to occur on every vehicle. The failure modes of water penetration match the failure modes we are tracking in CQIS claims and engine exchanges. We have been able to dry out a PCM and get it to return to normal operation

Dearborn Testing to be done at EVB on 5/1 - Meet at EVB for 9:30 am - Dave Warm is the contact

- 1) Determine if failure modes on "known good PCM" that was exposed manually to water still exist
- 2) Re run water test on known good PCM
- 3) Run water test on the Dealer return parts. Use power / dye to try and determine leak path between connectors
 - a) St Felician PCM
 - b) Brockville PCM
 - c) Texas PCM
 - d) Repeat on Varsity Ford returned PCM
- 4) Vehicle under hood review and images of potential sources of the water to the 104-way / PCM interface

Here is the call in number...

Ford Dial Net - 32-36737

International Dial In - 1-313-323-6737

Toll Free # - 1-800 - 367-3840

Participant code - 27263068

From: Warm, David (D.L.)
Sent: Wednesday, April 04, 2007 8:28 AM
To: Arszulowicz, Ken (K.J.); Adrian.Petrut@us.contiautomotive.com; Borowicz, Theodore J.; Brush, Eric (E.G.); Courtney, Bill (W.L.); 'David.Wood@us.contiautomotive.com'; Fitz, Don (D.J.); Freeman, Scott (S.T.); Gouwens, Tim (T.A.); Hearn, Mark (E.); Kadrovich, Kathy (K.); Luhrs, Dave (D.A.); Matysiewicz, Edwin (E.J.); Nasar, John (H.S.); Ostroski, Greg (G.M.); Shingleton, Leslie (L.E.)
Subject: RE: V229 Meeting Minutes from 4/2/2007

Here is the information about misfire:
Misfire has three parts.

1.) Monitoring during engine start-up.

When the engine is started (for a 6 cylinder engine) the misfire monitor is looking for 30 events - acceleration outside a threshold, during the first 3000 revolutions of the engine.

2.) Monitoring during operation - everything after starting the engine, always in operation except during negative torque events, no temperature limits

Same 30 events during 3000 rev for 4 consecutive 3000 revolution periods.

This is considered a type A misfire

3.) Catalysts damage - Type B misfire

30 events in a 600 rev increment.

Threshold limits are based on speed/load map of the engine

More aggressive to prevent catalysts damage.

Thanks

David Warm

313-805-5480

Focus - V227 - FSAO

Powertrain Calibration

From: Arszulowicz, Ken (K.J.)
Sent: Tuesday, April 03, 2007 9:59 AM
To: Adrian.Petrut@us.contiautomotive.com; Borowicz, Theodore J.; Brush, Eric (E.G.); Courtney, Bill (W.L.); 'David.Wood@us.contiautomotive.com'; Fitz, Don (D.J.); Freeman, Scott (S.T.); Gouwens, Tim (T.A.); Hearn, Mark (E.); Kadrovich, Kathy (K.); Luhrs, Dave (D.A.); Matysiewicz, Edwin (E.J.); Nasar, John (H.S.); Ostroski, Greg (G.M.); Shingleton, Leslie (L.E.); Warm, David (D.L.)
Subject: V229 Meeting Minutes from 4/2/2007

Minutes from 4/2/2007

- Three new CQIS reports were discussed (the reports will be forwarded in a separate note).
- The status of testing on the customer vehicle was discussed.
 - The bottom line = we have not been able to repeat the symptoms yet.
- Open Assignments that had been discussed previously were repeated as a reminder. They follow:
 - GOSTROSK & KARSZULO
 - look at mileage instead of TIS for trends (density chart)

- look at TSB labor codes claims for trends (density chart)
- get results of fuel sample from Chuck Richardson
- GOSTROSK, KARSZULO & LSHINGLE
 - Follow-up with Hotline for more detail on Quebec customer's vehicle
 - Were any comments captured about the customer's drive cycle?
 - Verbage clarification of "knowing there was water in the PCM" - was water actually found or is this a general comment related to the TSB?
 - Follow-up on with hotline/customer call-back on last week's GCQIS report from PA:
 - When did customer first notice CEL?
 - Under what conditions - environment, drive cycle (esp. re: load or grade), vehicle weight
 - Did customer rev the engine to try to clean out the misfire (and consequently set P0219)?
- Theodore.J.Borowicz@delphi.com
 - results of "green stuff" - samples taken from the external surface of the wiring harness/PCM header interface
- David Warm
 - determine misfire monitor enable conditions
 - how does traction control limit torque: spark retard only, spark retard + injector cut-out, or how?
- KKADROVI
 - provide PCM-replacement warranty claims list
- EMATYSIE
 - obtain spare keys for customer vehicle in case we need to replace PCM
- **Upcoming assignments:**
 - check MAF sensor on customer's vehicle for contamination / signal quality
 - check fuel pressure on customer's vehicle at idle
- [Next steps for customer vehicle](#)
 - [More testing \(with water\) will be done to try and duplicate the issue.](#)

Ken Arszulowicz

Certified Six Sigma Black Belt
 313-805-4022
 karszulo@ford.com

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2004 V229 Windstar Water Test NMPDC CP

Champion: Steve

20 MIN SOAK TEST ROADMAP

| # | Issue Description | Champion | LPU | Qty | AIM # | Concern # | Released (Y/N) | Status | Date Opened | Contain (Y/N) | Effective Pt. (Interim) | Fix Available | Effective Pt. (Perm.) |
|---|---|------------------------|-------------|-----------|------------------|-----------|----------------|--|-------------|---------------|-------------------------|---------------|-----------------------|
| 1 | Drips from A/C case in recirc mode | C. Jones | 1.00 | 20 | 521374 521377 | C11386526 | N | Revised wiper module and A/C case for V229 do not resolve carryover problem | 5/30/02 | N | | N | |
| 2 | Rt/Lft sliding door primary w/strip upper | B. Ravasani / A. Qamar | 0.80 | 16 | 521372 | N/A | N | Improved seal gap variation for 1PP. Quality of ridge on new door inner contributes to issue. | 5/30/02 | N | | N | |
| 3 | Steering boot | B. Bouse | 0.80 | 16 | 523949 | C11386519 | Y | New boot design for 1PP. Proposed containment to be tested 7/26/02. | 6/14/02 | N | | N | |
| 4 | Wheelhouse to C-pillar can - body sealer | A. Khatri | 0.40 | 8 | 521372 | N/A | N/A | Material handling damage to sealer | 7/19/02 | Y | 6/27/02 | Y | |
| 5 | Seat tub lower corner | J. Walls | 0.20 | 4 | 528089 | N/A | N/A | The pumpable sealer in the lower rear corner of the Stow in floor seat tub does not adhere well to the sheet | 6/28/02 | N | | N | |
| | Total | | 4.90 | 97 | | | | | | | | | |

29

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Team, agree that there is issue with contamination of some sort in the connector base on the photo I have seen, but have we been able to link it to root cause (i.e. do the signals that have contamination explain how we could get excessive dwell to cause plugs to fail? Need that first. If we have that as a root cause then we must investigate logical possibilities to resolve(i.e. business cases for different scenarios). Must be investigated for all activities, ie.shields, boxes, sealing PCM, etc. We cannot assume the answer yet.

Please meet as a team versus a constant volley of e-mails to discuss the data and possible solutions.

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Subject: RE: V229 PCM connector contamination in header pin

John

There is no practical way to seal this PCM, the wiring and the instrument panel to keep out body water leaks.

The Vehicle Assembly and body engineering teams need to step up to their water integrity issues as we don't need mold growing under the dash or in the carpeting from body water leaks.

Ed

From: Nasar, John (H.S.)
Sent: Thursday, April 26, 2007 11:29 AM
To: Matysiewicz, Edwin (E.J.); Arszulowicz, Ken (K.J.)
Cc: 'Adrian.Petrut@us.contiautomotive.com'; 'Borowicz, Theodore J.'; Brush, Eric (E.G.); Courtney, Bill (W.L.); 'David.Wood@us.contiautomotive.com'; Fitz, Don (D.J.); Freeman, Scott (S.T.); Gouwens, Tim (T.A.); Hearn, Mark (E.); Kadrovich, Kathy (K.); Luhrs, Dave (D.A.); Ostroski, Greg (G.M.); Shingleton, Leslie (L.E.); Warm, David (D.L.); Nienhuis, Jeffrey (J.W.)
Subject: RE: V229 PCM connector contamination in header pin

All,

I appreciate the team efforts to determine the root cause to be related to water intrusion to the PCM. In acceptance of that analysis, we need to take the project to the next steps by looking into ways of sealing this PCM to provide a sound service fix. Apparently all the previous efforts to seal this PCM were not enough to stop water from getting to it. So if there are no further data needed for analysis, we need to move with the service fix and return the vehicle back to the customer. The

issue is currently at Red status in our FCSD matrix.

Your thoughts?

John Nasar

Ford Service Resident Engineer
Six Sigma Black Belt
Edge/MKX/Freestar/Monterey/Windstar
(905) 845 - 2511, x2371hnasar@ford.com

From: Matysiewicz, Edwin (E.J.)
Sent: Wednesday, April 25, 2007 7:53 AM
To: Arszulowicz, Ken (K.J.)
Cc: Adrian.Petrut@us.contiautomotive.com; Borowicz, Theodore J.; Brush, Eric (E.G.); Courtney, Bill (W.L.); 'David.Wood@us.contiautomotive.com'; Fitz, Don (D.J.); Freeman, Scott (S.T.); Gouwens, Tim (T.A.); Hearn, Mark (E.); Kadrovich, Kathy (K.); Luhrs, Dave (D.A.); Matysiewicz, Edwin (E.J.); Nasar, John (H.S.); Ostroski, Greg (G.M.); Shingleton, Leslie (L.E.); Warm, David (D.L.)
Subject: V229 PCM connector contamination in header pin

<< File: Header_Connpin_Contam.jpg >>

Ken

Picture of the contamination in the PCM header connector pins from the Blue Van.

If the contamination is conductive, it would obviously could cause some sort of customer complaint.

Let me know what else you need.

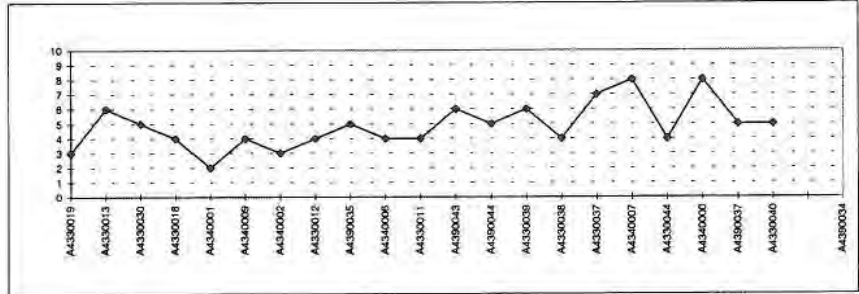
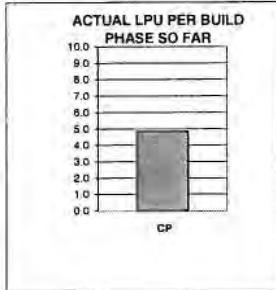
Thanks

Ed Matysiewicz
PCM D&R Engineer
Programs: D186, PN96, V229, U204, U293, U377, U364
Ford Desk Cell: 313-805-7111
Belt Cell: 248-910-2144

2004 V229 Windstar
Water Test NMPDC
CP

Champion: Steve Bintz

Water Concerns - 20 Minute Soak



| Build | BP | CP |
|-----------------|-----|-----|
| Vehicles Tested | 20 | |
| Concerns | 97 | |
| Concerns/Unit | N/A | 4.9 |

| DATE | VEHICLE NUMBER | Concerns |
|------|----------------|----------|
| | A4330019 | 3 |
| | A4330013 | 8 |
| | A4330030 | 5 |
| | A4330018 | 4 |
| | A4340001 | 2 |
| | A4340009 | 4 |
| | A4340002 | 3 |
| | A4330012 | 4 |
| | A4390035 | 5 |
| | A4340006 | 4 |
| | A4330011 | 4 |
| | A4390043 | 6 |
| | A4390044 | 4 |
| | A4330038 | 6 |
| | A4330038 | 4 |
| | A4330037 | 7 |
| | A4340007 | 8 |
| | A4330044 | 4 |
| | A4340000 | 8 |
| | A4390037 | 5 |
| | A4330040 | 5 |
| | A4390034 | 4 |
| | A4330041 | 4 |
| | B4330006 | 4 |
| | TOTALS | 102 |

| # | Issue Description | Responsible | A4330019 | A4330013 | A4330030 | A4330018 | A4340001 | A4340009 | A4340002 | A4330012 | A4390035 | A4340006 | A4330011 | A4390043 | A4390044 | A4330038 | A4330038 | A4330037 | A4340007 | A4330044 | A4340000 | A4390037 | A4330040 | A4390034 | A4330041 | B4330006 | TOTALS |
|----|--|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------|
| 1 | Drips from A/C case in recirc mode | J. Bray | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 21 |
| 2 | RVLR sliding door primary w/strip upper front corner | A. Qamar | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 17 |
| 3 | Steering boot | B. Bouse | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 18 |
| 4 | Wheelhouse to C-pillar can - body sealer | A. Khatri | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 9 |
| 5 | Seat tub lower corner | J. Walls | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 |
| 6 | Windshield | S. Bintz | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 4 |
| 7 | A/C evap lines grommet | G. Scheibe | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| 8 | Rear quarter window w/strip | B. Robb | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 9 | Aux A/C drain tubes | G. Scheibe | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 10 | Paint sealer at pencil brace area | J. Walls | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 11 | Liftgate scuff | S. Aranowski | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| 12 | Static sealing - taillamp can | A. Khatri | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 13 | Shift cable grommet improperly seated | D. Olkka | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 14 | Front door sill | S. Aranowski | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 15 | Midship glass | M. Reyes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 16 | Tub carpet pushpins missing | M. Reyes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 17 | Liftgate weatherstrip poor retention | B. Robb | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| 18 | Cowl to dash static sealing | A. Khatri | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 3 |
| 19 | Rear plug not seated | S. Bintz | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 20 | Front door hinge | B. Ravaani | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 21 | Front door watershed loose | M. Reyes | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 |
| 22 | Liftgate washer jet seal not seated | S. Bintz | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 23 | Wheelhouse paint sealer at center base | J. Walls | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

From: Tjong, Jimi (J.)
Sent: Wednesday, February 01, 2006 7:46 AM
To: Nasar, John (H.S.); Hearn, Mark (E.)
Cc: Stever, Paul (P.G.)
Subject: RE: V229 PCM Water Contamination

John,

Please ship it to EEP (ship code EF17A) Attn: Jimi Tjong

Thanks

Jimi Tjong
Staff Technical Specialist
Manager,
Powertrain Engineering R & D Centre
Tel: 519-944-8786
Cell 519-562-5869
Pager: 888-405-1320

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

From: Nasar, John (H.S.)
Sent: Wednesday, February 01, 2006 7:14 AM
To: Hearn, Mark (E.)
Cc: Stever, Paul (P.G.); Tjong, Jimi (J.)
Subject: RE: V229 PCM Water Contamination

Yes, I have one.

Regards,

JOHN NASAR

FCSD Resident Engineer
Certified Six Sigma Black Belt
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Hearn, Mark (E.)
Sent: Tuesday, January 31, 2006 5:46 PM
To: Nasar, John (H.S.)
Cc: Stever, Paul (P.G.); Tjong, Jimi (J.)
Subject: FW: V229 PCM Water Contamination

John,

do you still have of the failed PCM's we received from service?

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

From: Tjong, Jimi (J.)
Sent: Tuesday, January 31, 2006 5:41 PM
To: Stever, Paul (P.G.); Hearn, Mark (E.)

Cc: Tjong, Jimi (J.)
Subject: FW: V229 PCM Water Contamination

Paul or mark,

is it possible to get one or two of the failed PCM noted below.

Thanks Jimi Tjong
Staff Technical Specialist
Manager,
Powertrain Engineering R & D Centre
Tel: 519-944-8786
Cell 519-562-5869
Pager: 888-405-1320

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

From: Fitz, Don (D.J.)
Sent: Wednesday, January 25, 2006 2:38 PM
To: Tjong, Jimi (J.)
Cc: Brush, Eric (E.G.)
Subject: V229 PCM Water Contamination

Jimi,

Per our earlier phone conversation here is some information regarding the current PCM water contamination issue on V229 that may be contributing to our engine failures. Depending on how the shorts occur across the connector pins this could be leading to our piston scuff and detonation issues. There is a 6-Sigma BB project, # 32541, that addresses the issue. Paul Stever is the project champion and Mark Hearn & John Nasar are the project leaders. You can view the project in the BB system.

Issue: Water intrusion into the PCM leading to corrosion and shorts. R/1000 @ 36 months = 289
Voice of Customer: Experience engine drivability troubles, Check Engine Light, rough idle, surging, no start and engine stalls.

Perhaps we should consider getting one the failed PCM to investigate whether we think this could be a contributor to our engine failures.

Don Fitz
Supervisor - 3.8/3.9/4.2L Engine Programs
V-Engine Engineering, POEE, MD#39
(313) 248-3886, Fax (313) 845-0613
Pager: (313) 795-5868, dfitz@ford.com

From: Nasar, John (H.S.)
Sent: Friday, October 28, 2005 11:54 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: RE: V229 PCM/AT water intrusion Meeting Matrix- Updated for Next Meeting 11/01/05, 8:30 am
Attachments: Action plan matrix_PCM_AT water intrusion.xls



Action plan
rix_PCM_AT wa

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 25, 2005 10:52 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: V229 PCM/AT water intrusion Meeting Matrix- Updated for Next Meeting 10/227/05, 8:30 am

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 25, 2005 8:28 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: RE: V229 PCM/AT water intrusion - Updated for Next Meeting 10/25/05, 8:30 am) - AWS data

<< File: AWS CALIMS BY PCM PART AND WATER.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Friday, October 21, 2005 8:43 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: V229 PCM/AT water intrusion - Updated for Next Meeting 10/25/05, 8:30 am)

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 18, 2005 4:20 PM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorolla.com'; Borneo, Joseph (J.A.)
Subject: Meeting Matrix

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

V229 PCM water intrusion

| | Item | Task | Responsibility | Review Date | Status | Open/ Closed |
|--------------------|---|---|----------------|--|--|-----------------|
| Containment Action | NEW | Remove drain plugs at the plant to prevent water trap inside the cross can. | Andy Fang | 11/1/05 | 10/25 - Study feasibility of the process in OAP. 10/27 - Apply water hose test around the PCM - Nasir/Nasar/Hearn | Open |
| | NEW | Add Butyl Patch on the Tomb stone | Andy Fang | 11/1/05 | | |
| | | Assembly process variability and in station process control to prevent defects. | Nasir Syed | 11/1/05 | 10/27 - Set inspection criteria and locate potential areas for inspection. | Open |
| | | Assembly line operator awareness of the issue - Work Group leaders | Nasir Syed | 11/1/05 | 10/21 - Issue will be communicated in the VRT and next line stop meeting. 10/27 - Share issue with Flat Top supervisor for operator awareness. | Open |
| Root Cause | | Determine if 20 minute water soak could be used for test verification. | Andy Fang | 11/1/05 | 10/27 - Test will not simulate the failure mode in the field. | closed |
| | | CMM data for sheet metal irregularity around the grey cowl top clips | Alex Janic | 11/1/05 | 10/27 - Alex to provide 30 sample dimension data. | |
| | | Cowl Top Scrivets | Nasir Syed | 11/1/05 | 10/20 - Nasir contacted Scrivet supplier for better seal. 10/25 - Nasir share supplier findings. 10/27 - Supplier provide trial parts - update on | |
| | | Grey clips for better seal | Andy Fang | 11/1/05 | 10/20 - Grey clips will not leak water if properly seated. 10/25 - Use a water hose test to verify water leak for a misassembled clip. 10/27 - Apply water hose test around the clips - Nasir/Nasar/Hearn. | |
| | NEW | Find out if the spray in body foam could be made water resistant [change the spec]. It should be made to prevent water flowing into the passenger compartment | | | | |
| | NEW | Find out if the spray in body foam could be made to seal all the body holes | | | | |
| | NEW | Find out if the spray in body foam could be done after the leaky clips are installed, so that the foam will seal the clips, or seal the hole if a clip is left out during assembly. | | | | |
| | NEW | Find out if a rubber mat with glue on one side could be used for field service water leak repair. | | | | |
| | | Cowl top pia foam change | Nasir Syed | 11/1/05 | | |
| | | Water intrusion through the hole by the front fender as it meets the cross member. | Andy Fang | 11/1/05 | 10/25 - Verify if it is a potential root cause to add to the TSB as a service fix. 10/27 - Apply water hose test by the fender area - Nasir/Nasar/Hearn. | Open |
| | | Warranty analysis by failure modes | John Nasar | 11/1/05 | 10/25 - Update. 10/27 - AWS data sent to the team. | closed |
| | PCM installation process Upside down in OAP | Nathan Willis / Edwin | 11/1/05 | 10/25 - Team agreed upon looking at ideas to seal the top surface as a quick containment action. 10/27 - Add tape to seal Top PCM surface. Ranger process pics, tape type and location top surface, Motorola to study adding the tape at their plant. | closed | |
| Service actions | | TSB verbiage to be compliant to recall and campaign prevention. | Pat Campau | 11/1/05 | 10/27 - Meeting update w/ Dave Yu and safety office. | Open |
| | NEW | Add remove drain plugs in the TSB | Pat Campau | 11/1/05 | | |
| | | TSB to include PCM seal tape. | TEAM | 11/1/05 | Rejected | closed |

From: Syed, Nasir (N.S.)
Sent: Monday, November 14, 2005 2:44 PM
To: 'john.miller@valeo.com'; Nasar, John (H.S.); hgilles@ford.com
Cc: howard.gillespie@valeo.com; keith.crider@valeo.com; Janic, Alex (A.)
Subject: RE: V229 sheetmetal tolerance

Importance: High

The surface profile tolerance on the metal piece is +/- 0.7 mm and the build tolerance on the part is +/- 1.5mm in z-direction.

Regards,
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: john.miller@valeo.com [mailto:john.miller@valeo.com]
Sent: Friday, November 11, 2005 11:13 AM
To: Nasar, John (H.S.); Syed, Nasir (N.S.); hgilles@ford.com
Cc: howard.gillespie@valeo.com; keith.crider@valeo.com
Subject: Re: V229 sheetmetal tolerance

Gentlemen,

We are desparately trying to complete the tolerance study for the wet cowl to vehicle but our System Engineer has been unable to obtain the sheetmetal design details through his contacts in Dearborn. I would greatly appreciate your assistance in obtaining this information. Please reference the request at the bottom of this e-mail chain.

Please let me know if you can be of assistance.

Regards,

John Miller
585-277-3461

----- Forwarded by John MILLER/Rochester/VWS/VALEO on 11/11/2005 10:54 AM

John MILLER - Rochester -
VWS To: Boon-Sam TAN/AuburnHills/VWS/VALEO@VALEO
cc:
11/11/2005 10:46 AM Subject: Re: V229 sheetmetal tolerance(Document link: John MILLER)

Boon-Sam,

The area is on the Passenger side. Here are pictures of where the seal is leaking.

(See attached file: Vehicle.3.jpg)(See attached file: Vehicle.2.jpg)(See attached file: Vehicle.1.jpg)

Boon-Sam TAN - AuburnHills
- VWS To: mmiksima@ford.com
cc: John MILLER/Rochester/VWS/VALEO@VALEO, Keith
11/11/2005 10:15 AM CRIDER/Rochester/VWS/VALEO@VALEO
Subject: V229 sheetmetal tolerance

Nick,
Still need your help. Thanks.

Boon-Sam Tan
Design Engineer
Valeo Wiper System - Auburn Hills, MI, USA
Tel: 248-340-8366 / Fax: 248-340-3316
Internal Location: 3C/D12
----- Forwarded by Boon-Sam TAN/AuburnHills/VWS/VALEO on 11/11/2005 10:14 AM -----

Boon-Sam TAN - AuburnHills
- VWS To: jweny@ford.com, mmiksima@ford.com
cc: Dan HARMON/AuburnHills/VWS/VALEO@VALEO
11/07/2005 12:24 PM Subject: V229 sheetmetal tolerance

Jeff and Nick,
Can you please help on this? Andre told me he is no longer the engineer for V229 wipers. Thanks.

Boon-Sam Tan
Design Engineer

Valeo Wiper System - Auburn Hills, MI, USA

Tel: 248-340-8366 / Fax: 248-340-3316

Internal Location: 3C/D12

----- Forwarded by Boon-Sam TAN/AuburnHills/VWS/VALEO on 11/07/2005 12:20

PM -----

Boon-Sam TAN - AuburnHills

- VWS

To: asykula@ford.com

cc: Dan HARMON/AuburnHills/VWS/VALEO@VALEO

11/07/2005 10:47 AM

Subject: V229 sheetmetal tolerance

Andre,

Oakville is having an issue with water intrusion into the PCM and Transmission. Valeo has been asked to investigate the sealing between the wiper plenum seal and the panel cowl top outer sheet metal. See attached jpg file.

One of the task we are asked to do is to stack up the tolerance to see what is the worst case is for compression. Can you find out for me what is the surface profile tolerance for the PNL-COWL TOP OTR 3F23-1702015-A? (See attached file: plenum_seal.jpg)

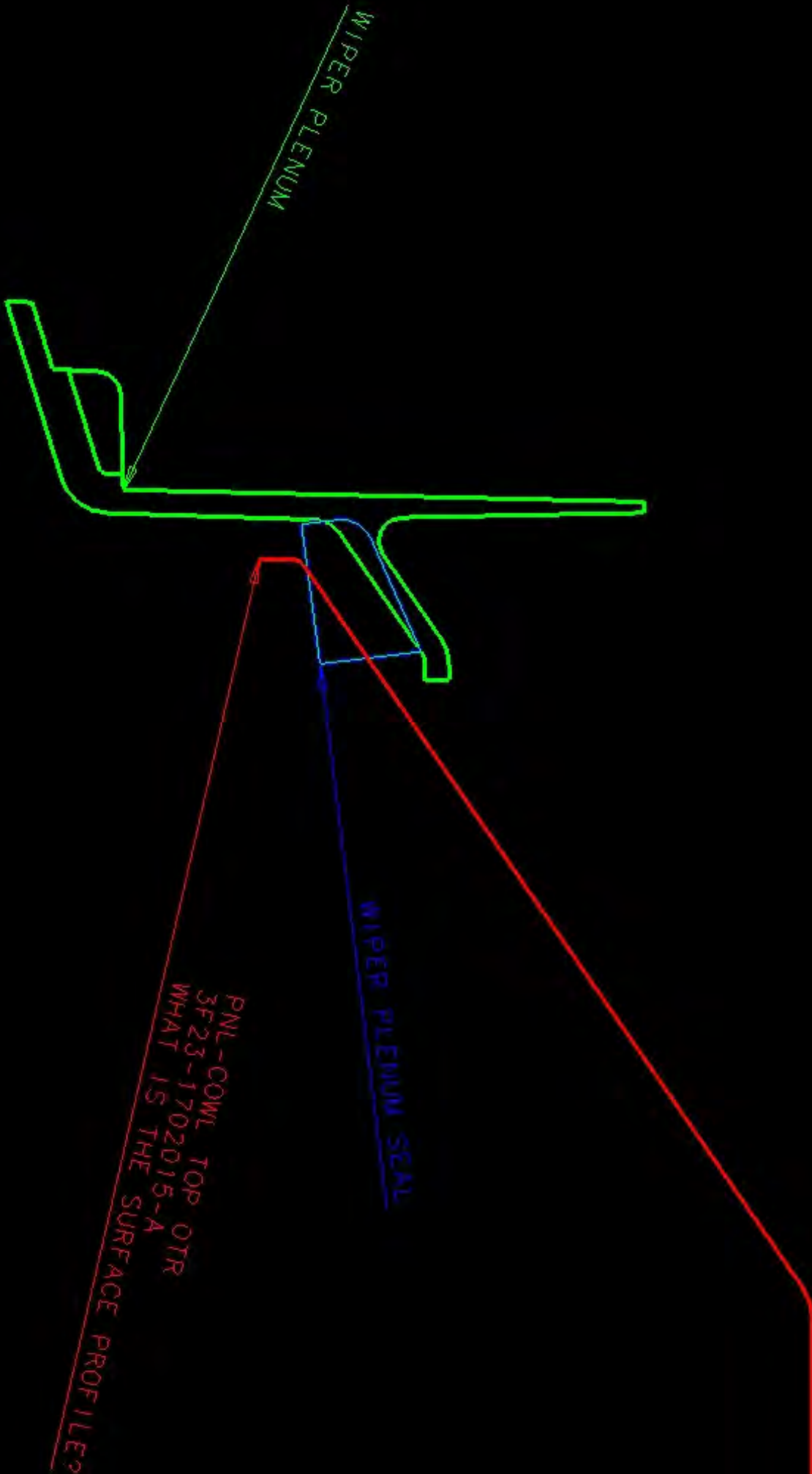
Boon-Sam Tan

Design Engineer

Valeo Wiper System - Auburn Hills, MI, USA

Tel: 248-340-8366 / Fax: 248-340-3316

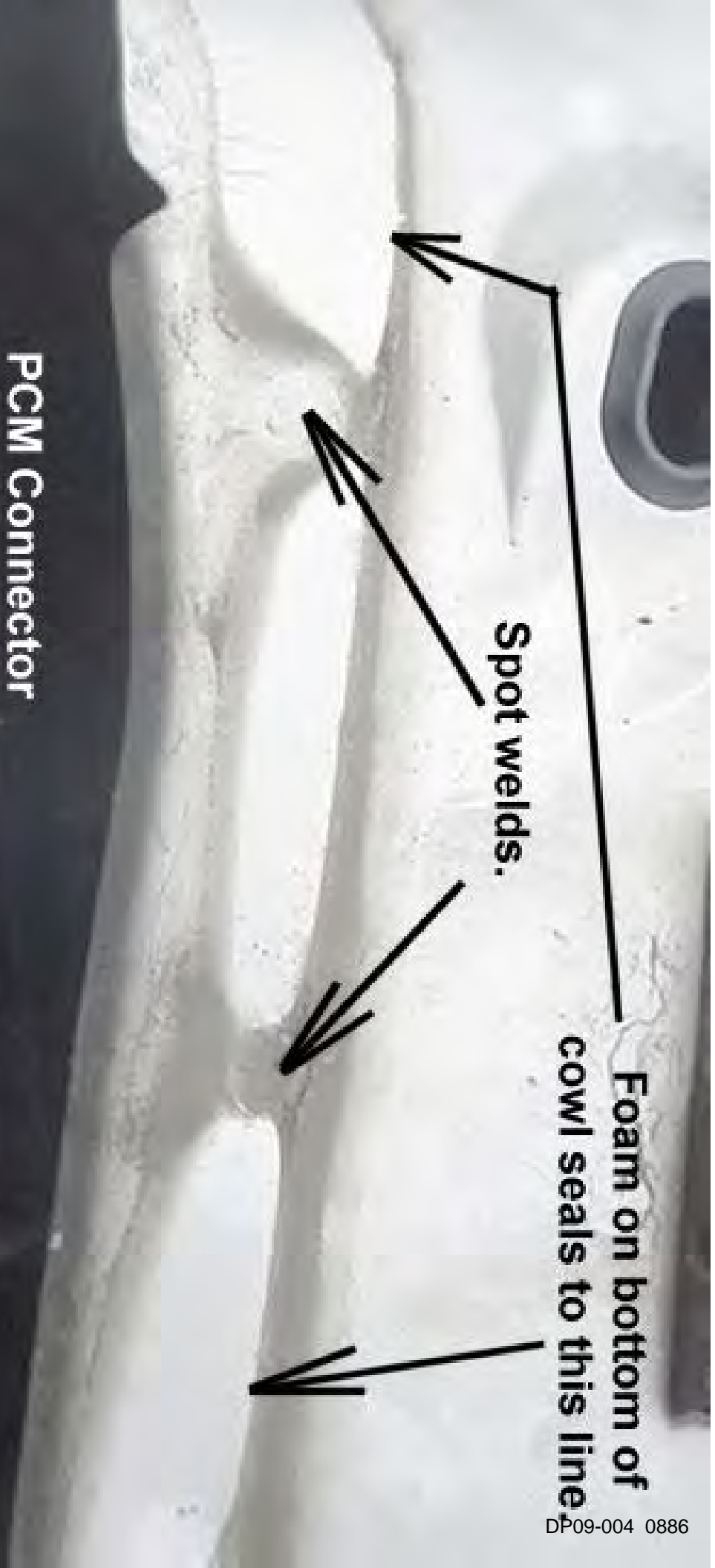
Internal Location: 3C/D12



WIPER PLENUM

WIPER PLENUM SEAL

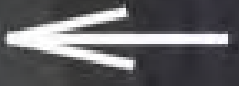
PNL-COWL TOP OTR
3F23-1702015-A
WHAT IS THE SURFACE PROFILE?



Foam on bottom of
cowl seals to this line.

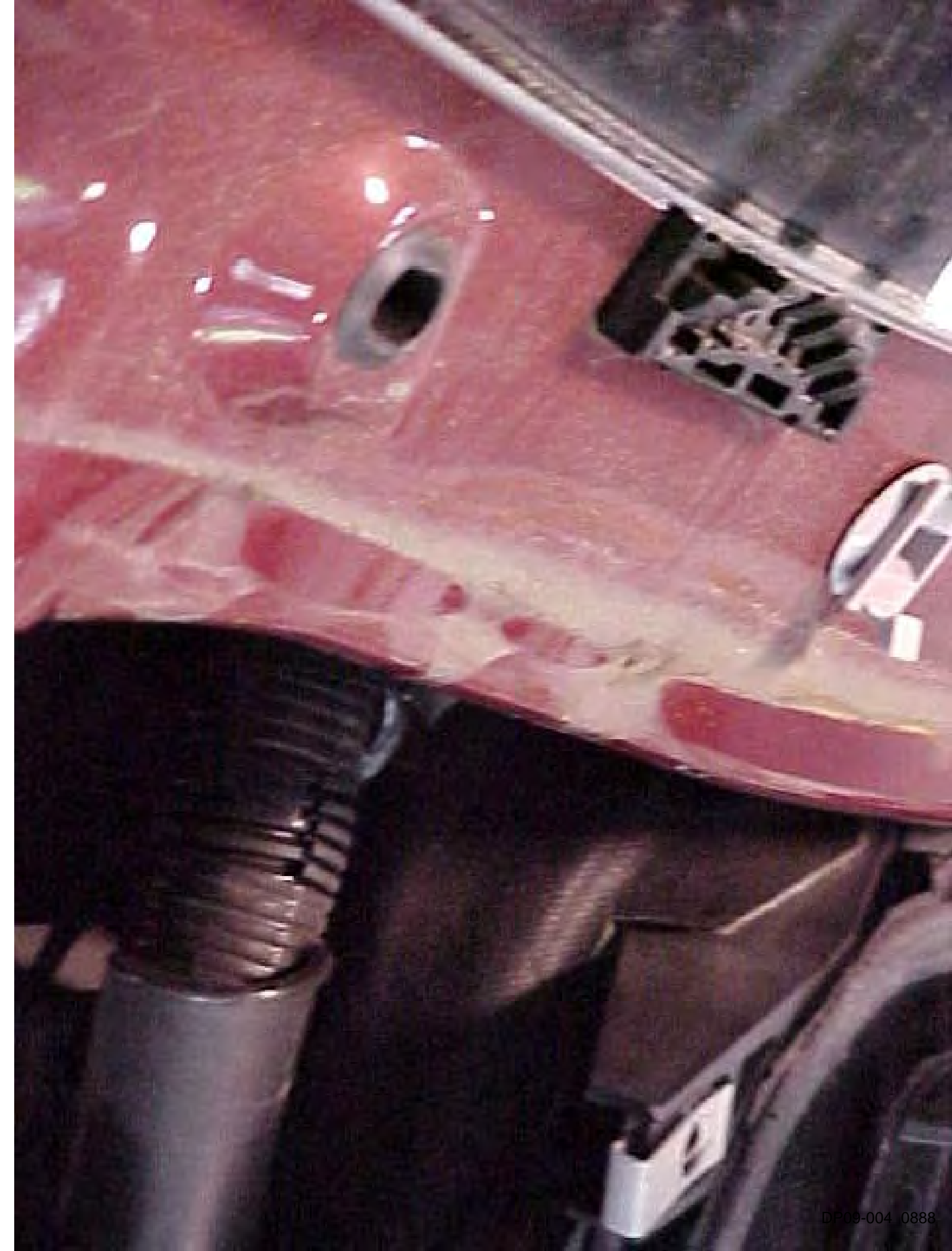
Spot welds.

PCM Connector



CQIS: 5HIFR001
Mark Hayduk - Pittsburgh FQE
8-9-05
File: 5HIFR001b.jpg





From: Hearn, Mark (E.)
Sent: Friday, February 10, 2006 9:38 AM
To: Syed, Nasir (N.S.); Bateman, Brenda (.); Cordeau, Roger (T.)
Cc: Nasar, John (H.S.)
Subject: RE: W707343, title: OBSOLETE PART

Nasir,
has this part been released? What is the implementation date in the plant?

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

From: Syed, Nasir (N.S.)
Sent: Wednesday, January 11, 2006 4:34 PM
To: Bateman, Brenda (B.); Cordeau, Roger (T.)
Cc: Hearn, Mark (E.)
Subject: FW: W707343, title: OBSOLETE PART

C11842612 can be approved and released as soon as this is done

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Kalleberg, Walter (W.J.)
Sent: Wednesday, January 11, 2006 3:12 PM
To: Syed, Nasir (N.S.)
Subject: RE: W707343, title: OBSOLETE PART

Nasir,
Thank you, we are working on the drawing and will let you know when it is completed.

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

From: Syed, Nasir (N.S.)
Sent: Wednesday, January 11, 2006 3:04 PM
To: Kalleberg, Walter (W.J.)
Subject: RE: W707343, title: OBSOLETE PART
Importance: High

Walt,

Notice NB00 E 11550999 049 is released per your request.

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Kalleberg, Walter (W.J.)
Sent: Tuesday, January 10, 2006 7:50 AM
To: Syed, Nasir (N.S.)

8/4/2009

DP09-004 0889

Subject: RE: W707343, title: OBSOLETE PART

Nasir,
We have assigned the drawing to a designer.

Please pull a no-cost monthly notice for this part so we can get it put into DocMan. Design direction should be: "REDRAW WITHOUT CHANGE TO MAKE DTMC THE MASTER"

Thanks, Nasir

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

From: Syed, Nasir (N.S.)
Sent: Friday, January 06, 2006 10:52 AM
To: 'Dreiocker, Rene'; Kalleberg, Walter (W.J.)
Cc: Suder, Ronald J.
Subject: RE: W707343, title: OBSOLETE PART

Thanks Rene', is there something available in 3-D though?

Walt,

Would we be OK with 2-D?

Regards

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Dreiocker, Rene [mailto:rd@araymondusa.com]
Sent: Friday, January 06, 2006 9:01 AM
To: Kalleberg, Walter (W.J.); Syed, Nasir (N.S.)
Cc: Suder, Ronald J.
Subject: RE: W707343, title: OBSOLETE PART

Hi Walter, Nasir,

Attached please find the released drawing for W707343-S300. Please let me know if you need anything else. Thanks.
Rene

Rene Dreiocker
Product Development
A. Raymond Inc.
3091 Research Drive
Rochester Hills, MI 48309
☎ 248 293-2560
fax 248 299-9490
✉ rd@araymondusa.com

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

From: Suder, Ronald J.

8/4/2009

DP09-004 0890

Sent: Thursday, January 05, 2006 8:11 AM
To: 'Kalleberg, Walter (W.J.); Syed, Nasir (N.S.); Suder, Ronald J.
Cc: Dreiocker, Rene
Subject: RE: W707343, title: OBSOLETE PART

Good Morning Walter, Rene who is a product engineer here at A. Raymond will send you the print shortly.
Thanks

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

From: Kalleberg, Walter (W.J.) [mailto:wkallebe@ford.com]
Sent: Thursday, January 05, 2006 7:51 AM
To: Syed, Nasir (N.S.); Suder, Ronald J.
Subject: RE: W707343, title: OBSOLETE PART

Please send me the latest drawing that you are building parts to. The current procedure demands a Ford produced drawing to put into the system. When completed I will provide a drawing which can be submitted along with a 1217 form to Fastener engineering.

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

From: Syed, Nasir (N.S.)
Sent: Wednesday, January 04, 2006 7:54 AM
To: 'Suder, Ronald J.'
Cc: Kalleberg, Walter (W.J.); Paluzzi, Mark (M.A.); Hearn, Mark (E.); Cordeau, Roger (T.)
Subject: FW: W707343, title: OBSOLETE PART

Ron,

Please read through the string of mails below, we seem to have a problem with releasing change on the clip and require your help asap. The dwg and parts are obsolete in the system and need to be revived.

Please contact Walt Kalleberg and Mark Paluzzi to resolve the issues. Let me know if you any assistance from my end.

Mark/Walt,

Please guide Ron Suder (A. Raymond) with the requirements this clip needs revision to address a significant quality issue.

Regards,

Nasir A Syed

PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Bateman, Brenda (B.)
Sent: Tuesday, January 03, 2006 4:20 PM
To: Wasunyk, Jerry (G.); Syed, Nasir (N.S.)
Cc: Cordeau, Roger (T.); Stodola, Robert (R.J.)
Subject: RE: W707343, title: OBSOLETE PART

Thanks Jerry. I'm going to route this to the engineer who is looking after this.....

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

From: Wasunyk, Jerry (G.)
Sent: Tuesday, January 03, 2006 4:11 PM
To: Bateman, Brenda (B.)
Cc: Weaver, Kirk (E.); Martins, Henry (H.B.); Henrickson, Dennis (D.R.); Paluzzi, Mark (M.A.)
Subject: RE: W707343, title: OBSOLETE PART

Brenda, if it is a body fastener, the supplier needs to contact Walt Kalleberg (if it is a body fastener). If it is a chassis fastener, they need to go thru Malcolm Sharpe.

Walt and/or Malcolm can walk them thru the process.

Jerry Wasunyk

Program and Pre-Production Management Dept

Bldg #3 - Cube 3D113
e-mail - gwasunyk@ford.com
313-24-89742

JMJSAPP

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

From: Paluzzi, Mark (M.A.)
Sent: Tuesday, January 03, 2006 3:21 PM
To: Wasunyk, Jerry (G.); Bateman, Brenda (B.)
Cc: Weaver, Kirk (E.); Martins, Henry (H.B.); Henrickson, Dennis (D.R.)
Subject: RE: W707343, title: OBSOLETE PART

On April 05, 2001 I asked the person at the corporate fastener office to rename part W707343, the name was **INVALID NUMBER - DO NOT USE!** and the asterisks were screwing up my fastener searches. He did, and renamed it **OBSOLETE PART**.

Why was this part named INVALID, why OBSOLETE? Initially, because the S100 suffix (see the release history below) is not an acceptable suffix for a Worldwide fastener. Afterwards, because the release was never done right.

There is no released drawing in Docman for part W707343. Docman has three drawings, but all three are hand-marked "OK TO TOOL". The change column on the newest OK TO TOOL drawing shows the original release on May 20, 1997, and lists five changes, the last change was made on Sept 15, 1999. (That change replaced a Worldwide material specification, good for a Worldwide fastener, with a NAO material specification, not good for a Worldwide fastener.) Perhaps not surprisingly, all of the approval boxes for all of the changes are blank.

I recommend that you release a good "release drawing", bringing the drawing's notes and materials up to date. Request a new part name by sending Mr. Henry Martins or me an FAF-1217 form, with the REQUESTER portion filled out. This form is used to request fastener drawing changes, as well as to pull new part numbers. You can obtain the form here:

http://www.dearborn3.ford.com/met/gray/standard_ops/fastener_systems/fastener_systems1.htm

Also send an updated drawing, but see the attached e-mail.

<< File: 000 AAA DRAFTING INSTRUCTIONS.txt >>

The part is sourced to A. Raymond, they should know if the material has a Ford Worldwide specification, or an ASTM specification (which is also acceptable) . The contact is Ron Suder at 248-589-2500.

Here is the release history for parts W705343 and W707343.

| BASE | SFFX | CPSC | VCL | EFF IN DATE | EFF OUT DATE | Comments |
|---------|------|--------|-----|-------------------|--------------------|---------------------------|
| W705343 | S100 | 010102 | TA3 | 1998-06-01 | 1998-06-01 | Windstar, suffix is wrong |
| W707343 | S100 | 010102 | TA3 | 1998-06-01 | 1998-06-01 | Windstar, suffix is wrong |
| W707343 | S300 | 010102 | TA3 | 1998-06-01 | 9999-12-31 | Windstar, suffix is OK |
| W707343 | S300 | 010102 | TA4 | 2003-08-03 | 9999-12-31 | Freestar, suffix is OK |

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

From: Weaver, Kirk (E.)
Sent: Tuesday, January 03, 2006 10:00 AM
To: Wasunyk, Jerry (G.); Paluzzi, Mark (M.A.)
Cc: Bateman, Brenda (B.)
Subject: RE: Question re- "Obsolete Part"

Mark,

Can you look into this?

Thanks,

Kirk Weaver
 Manager, NA Fastener and Joint Engineering
 Phone 313-805-4853
 20901 Oakwood
 Dearborn, MI 48124
 Mail drop 128
 GBG61

<http://www.pdfastenerandjointengineering.ford.com/>

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

From: Wasunyk, Jerry (G.)
Sent: Thursday, December 22, 2005 10:23 AM
To: Weaver, Kirk (E.)
Cc: Bateman, Brenda (B.)
Subject: RE: Question re- "Obsolete Part"

Kirk ?? Can you help out.

Jerry Wasunyk

Wishing You a Merry Christmas

Program and Pre-Production Management Dept

Bldg #3 - Cube 3D113
 e-mail - gwasunyk@ford.com
 313-24-89742

JMJSAPP

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

From: Bateman, Brenda (B.)
Sent: Thursday, December 22, 2005 7:54 AM
To: Wasunyk, Jerry (G.)
Subject: FW: Question re- "Obsolete Part"

Good Morning Jerry,

Can you help me to understand this ? This part in WERS is showing as cancelled, obsolete. Is there a way to change the part description?

thanks

Brenda Bateman

PPM Process Analyst
Oakville Assembly Complex
Tel - 905-845-2511 ext. 1918
Fax - 905-845-0132
bbatema2@ford.com

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

From: Henrickson, Dennis (D.R.)
Sent: Wednesday, December 21, 2005 1:30 PM
To: Bateman, Brenda (B.)
Subject: RE: Question re- "Obsolete Part"

Brenda,
The S300 is active. I don't know why it was retitled. I did not do it. It was done over two years ago by Mark Paluzzi. Maybe it should not be used for new designs or releases for some reason. I don't know any of the history for it.

Regards,

Dennis Henrickson

Dennis Henrickson (<<mailto:dhenrick@ford.com>>)
Mtls.&Fasteners Stds. Operations
RVT PDC Cube GB-G80
(313)805-3251 Fax (313)24-88519
Visit our website at <<http://www.dearborn3.ford.com/met/>>

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

From: Bateman, Brenda (B.)
Sent: Wednesday, December 21, 2005 1:18 PM
To: Henrickson, Dennis (D.R.)
Subject: Question re- "Obsolete Part"

Good Afternoon Dennis,

We're using this part in current production. I wondered why it's showing as obsolete in WERS. Does this mean that the part is inactive? Do we have to reactivate before we can modify the part?

Action: RV Part: W707343 S300 Desc: OBSOLETE CANCELLED

What do we need to do with this?

thanks,

Brenda Bateman

PPM Process Analyst

Oakville Assembly Complex

Tel - 905-845-2511 ext. 1918

Fax - 905-845-0132

bbatema2@ford.com

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From: Suder, Ronald J. [rjs@araymondusa.com]
Sent: Wednesday, December 07, 2005 4:59 PM
To: Syed, Nasir (N.S.); Suder, Ronald J.; Nasar, John (H.S.)
Cc: Dreiocker, Rene; Hearn, Mike (M.P.)
Subject: RE: New foam seals

I agree Nasir, Rene lets you and me call Joe at Twin City tomorrow and get some answers for Nasir.
Thanks for everybody's patience in this matter.

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]
Sent: Wednesday, December 07, 2005 4:54 PM
To: Suder, Ronald J.; Nasar, John (H.S.)
Cc: Dreiocker, Rene; Hearn, Mike (M.P.)
Subject: RE: New foam seals

Ron,

Thanks for the response the reason why I am emphasizing on the reason why the current foam collapsed is I dont want the new foam to do the same and six months down the road you and I talking about it again and trying a different foam, if we made a bad choice before thats fine with me let's make sure we make the right choice this time. What property of current foam relates to collapsing compare it with new one and see if we have a risk.

Let's do it right this time, I want to cover all bases, especially when we know of a failure mode. And this should have happened before we talk about cost and timing, do you agree. Let's get things rolling fast.

Regards,
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]
Sent: Wednesday, December 07, 2005 4:36 PM
To: Syed, Nasir (N.S.); Nasar, John (H.S.)
Cc: Dreiocker, Rene
Subject: RE: New foam seals

Nasir, I will have the new pricing tomorrow morning. Rene, any word from the foam supplier regarding the foam seal collapsing. Nasir, in my opinion there might not be an answer and that is the nature of that foam material, that it collapses and has no memory. So it is not a failure of the foam but a bad choice we made in the past to use this foam material.

I have no problem with you taking this to a higher level.

Again, I will have the cost and timing for the new foam tomorrow morning.

Thanks

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

From: Syed, Nasir (N.S.) [mailto:nsyed1@ford.com]
Sent: Wednesday, December 07, 2005 8:17 AM
To: Suder, Ronald J.; Nasar, John (H.S.)
Subject: RE: New foam seals

Ron,

Please expedite the process we are ready to kick off the change, also how about the responses from your foam supplier. Seems like they are taking the old foam collapsing not very serious, which is disappointing. This a failure of parts in the field, we have provided failed parts for analysis, what is the excuse for not having the analysis after 6 weeks, I don't want to raise this to higher level but I am running out of time.

Regards,
Nasir A Syed
PVT, Sheet Metal,
Oakville Assembly plant,
Ph : 905 845 2511 X 3489
Fax: 905 845 0132

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

From: Suder, Ronald J. [mailto:rjs@araymondusa.com]
Sent: Tuesday, December 06, 2005 2:06 PM
To: Nasar, John (H.S.); Syed, Nasir (N.S.)
Subject: New foam seals

John / Nasir, my estimating department is still waiting for the pricing on the new gaskets. As soon as I get them I will call you.
Sorry for the delay.

Thank You,

Ronald Suder
A. Raymond, Inc
3091 Research drive
Rochester Hills, MI 48309
Phone: (248) 853-2500
Cell: (734) 751-8353
E-mail: RJS@ARAYMONDUSA.COM

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From: Nasar, John (H.S.)
Sent: Thursday, October 06, 2005 11:36 AM
To: Dixon, Mark (M.R.); Matysiewicz, Edwin (E.J.); Orris, Steve (S.J.); Garrett, Dave (D.P.); Campau, Patrick (P.J.); Hearn, Mark (E.); Kulkarni, Arvind (A.); Fang, Andy (A.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Borneo, Joseph (J.A.); Janic, Alex (A.); Syed, Nasir (N.S.)
Cc: Nasar, John (H.S.)
Subject: Report Summary for the CQIS Report#5JEA5002

I just called the dealer Tech (Shane) about this vehicle and he confirmed the failure mode is due to water in the PCM connector. I requested Shane to take the PCM out and check the water leak path. Shane will call back to advise whether water leak is from the outside or from behind the firewall.

Attachments : 0

| | | | |
|----------------------------|---|--------------------|----------------|
| Report# : | ██████████ | Received: | 10/05/2005 |
| CCRG/EPRC: | | Date: | |
| Vehicle: | 2005,FREESTAR,SPORT ,WAGON ,2FMZA57635B██████████ | Build Date: | 03/15/2005 |
| Odometer : | 27,680 K | Engine: | 3.9L EFI |
| Transmission: | 4F50N | Axle: | 3.54 RATIO |
| Dealer: | USA 09470 Universal Ford | Phone#: | (804) 273-9700 |
| City: | ██████████ | State: | ██████████ |
| Originator: | SHANE BALLOU | Country : | USA |
| Symptom: | 6 07 6 92 DRVABL,STALL/QUITS,AT CRUISE,HOT ENGINE | | |
| Status: | | | |
| VFG: | V42 NO STALLS | | |
| Additional Symptom: | DIED WHILE DRIVING | | |
| Fix: | Causal Component : | | |
| Condition Code: | | | |

| | | |
|----------------------------------|----------------------------|------------------------------------|
| Hotliner: LHARVE23 | Phone: 313 317-7070 | Regn Cd: 27 Washington - 27 |
| Engineering: | Phone: | TAR: |
| Dlr Contact: SHANE BALLOU | Phone: 804 273-9700 | Title Cde: T |

Comments :

REPAIR 10/05/2005 08:21AM LEWIS HARVEY MSS - FCSD - TECH SVC HOTLINE
 TECH STATES VEHICLE DIED WHILE DRIVING, WOULD NOT RESTART. STARTS NOW, NO CODES. SEEKING DIRECTION

RECOMM 10/05/2005 08:21AM LEWIS HARVEY MSS - FCSD - TECH SVC HOTLINE
 ISM 05-02-220 CHECK FOR WATER ENTRY INTO THE PCM CONNECTOR

From: Salazar, Mark (M.)
Sent: Monday, February 28, 2005 3:33 PM
To: Nasar, John (H.S.)
Subject: FW: Report Summary for the CQIS Report#5AGCB004

John,

Going through some old mail and thought water in connectors could be something you could look into and see if there is anything.
Scott said he has worked on plenty of vehicles where failures could be traced back to water in connectors.

Mark A. Salazar (msalaza4@ford.com)
FCSD-PVT New Model Launch
Product Concern Engineer
Office (313)248-7621
Text Pager (313)793-5917
1800 Fairlane Drive DSC II Rm. #555
Allen Park Mi. 48101

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

From: Murray, Scott (D.)
Sent: Monday, February 21, 2005 8:22 AM
To: Salazar, Mark (M.); Male, Michael (M.J.); Nasar, John (H.S.); Male, Michael (M.J.)
Cc: Wilczewski, Matthew (M.A.)
Subject: RE: Report Summary for the CQIS Report#5AGCB004

Mark,

The current concern with the vehicle is it would stall during cruise and had an erratic shift. The dealer found short to ground codes in the PCM. The tech removed one of the PCM connectors and found water. The tech blew out the connector and the vehicle symptoms were eliminated. The tech states the weather pack seal is not damaged and is in place.

My concern is if we release this vehicle, there is a possibility of it coming back for the same issue. If the vehicle comes back again, there is a good chance the vehicle can be bought back. The vehicle has been in previously for other electrical concerns and the dealer found water in other connectors. Please review the warranty history below.

Is there a known concern with water entry in the harness? Please advise what our next step would be.
Thanks.....

STANDARD CLAIMS LIST

AWS Online Report

Run Date: 21-FEB-2005

Note: All Costs are in US Dollars Server Name: AWS Production

8/5/2009

DP09-004 0900

VIN AWS WERS MKT BODY VER DRIVE PLANT TRANS ENG PROD WARR SELLING SELL TIS QRT WCC PREF BASE SUFF VRT VF
 VL VL DER CAB SERIES TYPE CD CD COD DATE DATE DEALER CNT
2FMDA52264E A4 T/A4 T/F T/WB * T/A AS T/DX T/LY 09-09-03 08-03-04 148204 USA 0 * * * * SXX V0
AWS Claim Key: [294377](#) **Doc #:** [REDACTED] **Trx Code:** 03S09 **Labor Hrs:** .4 **Labor Cost:** 26.71 **Material Cost:** 0 **Total Cost:** 26.71
Dlr Cd-Sub Cd: 04638-* **Name:** PAUL HARVEY FORD SALES, INC. **Ph:** 317-2988814 **St:** IN **Ctry Cd:** USA **Reg Cd:** NA **Repr Date:** 13-JAN-2004 **DIST(Mile)**
Cust Comments: CUSTOMER STSTES: 03 S 09 LOWER PRESSURE STEERING LINE
Tech Comments: PERFORMED RECALL 03S09 LOWER PRESSURE STEERING LINE RECALL INSPECT AND RECONNECT. PER RECALL

2FMDA52264E A4 T/A4 T/F T/WB * T/A AS T/DX T/LY 09-09-03 08-03-04 148204 USA 3 * 6P05 * 1620200 * S01 V3
AWS Claim Key: [1105916](#) **Doc #:** [REDACTED] **Trx Code:** 2 **Labor Hrs:** .2 **Labor Cost:** 13.12 **Material Cost:** 0 **Total Cost:** 13.12
Dlr Cd-Sub Cd: 04791-* **Name:** OLIVER FORD SALES, INC. **Ph:** 574-9351001 **St:** IN **Ctry Cd:** USA **Reg Cd:** NA **Repr Date:** 13-MAY-2004 **DIST(Mile)**
Cust Comments: FRONT DOORS NEED ADJUSTED
Tech Comments: VERIFIED DOORS HAVE LOOSE FIT AND ADJUSTED FOR TIGHTER FIT. OK AT THIS TIME

2FMDA52264E A4 T/A4 T/F T/WB * T/A AS T/DX T/LY 09-09-03 08-03-04 148204 USA 3 * 7N01 3F2Z 14529 AAB S06 V0
AWS Claim Key: [1167053](#) **Doc #:** [REDACTED] **Trx Code:** 2 **Labor Hrs:** .6 **Labor Cost:** 39.34 **Material Cost:** 34.74 **Total Cost:** 74.08
Dlr Cd-Sub Cd: 04791-* **Name:** OLIVER FORD SALES, INC. **Ph:** 574-9351001 **St:** IN **Ctry Cd:** USA **Reg Cd:** NA **Repr Date:** 13-MAY-2004 **DIST(Mile)**
Cust Comments: DRIVER WINDOW INOP AT TIMES
Tech Comments: VERIFIED. REMOVED SWITCH, CKD PWR AND GROUND. ALL PRESENT AT CONNECTION. INTERNAL PROBLEM IN SWITCH. REPLACED SWITCH. OK AT THIS TIME

2FMDA52264E A4 T/A4 T/F T/WB * T/A AS T/DX T/LY 09-09-03 08-03-04 148204 USA 9 * 7B02 3F2Z 10346 AA S11 V4
AWS Claim Key: [2546178](#) **Doc #:** [REDACTED] **Trx Code:** 2 **Labor Hrs:** 2.2 **Labor Cost:** 148.23 **Material Cost:** 262.94 **Total Cost:** 411.17
Dlr Cd-Sub Cd: 04791-* **Name:** OLIVER FORD SALES, INC. **Ph:** 574-9351001 **St:** IN **Ctry Cd:** USA **Reg Cd:** NA **Repr Date:** 08-NOV-2004 **DIST(Mile)**
Cust Comments: VEH WAS LEFT AT INDINAPOLIS AIR PORT, WHEN CUST WENT TO START VEH BATTERY WAS DEAD, CUST CALLED ROAD SIDE ASSISTANCE THEY GOT VEH RUNNING, ON THE WAY HOME VEH DIED AT GRISSOM
Tech Comments: WDS TEST MONITOR DCL DISPLAY PERF VAT TEST CONTACT HOTLINE CK PCM GROUNDS FOR MOISTURE R R ALTERNATOR RETEST CLOSED BY WPI

2FMDA52264E A4 T/A4 T/F T/WB * T/A AS T/DX T/LY 09-09-03 08-03-04 148204 USA 9 * 7S12 * 14A005 * S11 V4
AWS Claim Key: [3075229](#) **Doc #:** [REDACTED] **Trx Code:** 2 **Labor Hrs:** 1.8 **Labor Cost:** 121.29 **Material Cost:** 1008.4 **Total Cost:** 1129.69
Dlr Cd-Sub Cd: 04791-* **Name:** OLIVER FORD SALES, INC. **Ph:** 574-9351001 **St:** IN **Ctry Cd:** USA **Reg Cd:** NA **Repr Date:** 02-DEC-2004 **DIST(Mile)**
Cust Comments: VEHICLE SURGES WHEN DRIVING, MORE SO AT OPETATING TEMP AND INSTRUMENT PANEL GAUGES FLUCTUATE, TRACTION ASSIST LIGHT TURNS ON AND OFF
Tech Comments: ROAD TEST TO VERIFY TRACTION CONTROL LIGHT. RETREIVED CODE C1287. TRIED TO FOLLOW PINPOINT TEST G1 PER SHOP MANUAL BUT NO PID TO BE FOUND IN MODULE. INSTALLED TEST LIGHT INTO HARNESS TO MAKE PINPOINT AND CIRCUIT WORKED OK. REMOVED CONNECTORS IN HARNESS, FOUND AND REMOVED MOISTURE. R AND R BCE BOX TO REMOVE MOISTURE. RETEST. NO LIGHT. CONTACT HOTLINE, INSTRUCTED TO UPDATE PARTS. REPLACED HCV AND BLED

2FMDA52264E A4 T/A4 T/F T/WB * T/A AS T/DX T/LY 09-09-03 08-03-04 148204 USA 9 * 2B01 1F1Z 6B288 BA S11 V4
AWS Claim Key: [3053527](#) **Doc #:** [REDACTED] **Trx Code:** S07 **Labor Hrs:** 1.9 **Labor Cost:** 128.02 **Material Cost:** 243.23 **Total Cost:** 371.25
Dlr Cd-Sub Cd: 04791-* **Name:** OLIVER FORD SALES, INC. **Ph:** 574-9351001 **St:** IN **Ctry Cd:** USA **Reg Cd:** NA **Repr Date:** 02-DEC-2004 **DIST(Mile)**
Cust Comments: CHECK ENGINE LIGHT ON
Tech Comments: VERIFIED CHECK ENGINE LIGHT ON. WDS TEST. RETRIEVED CAM CODES, FUEL RAIL TEMP CODES AND TRACTION ASSI ST CODES. FUEL DELIVERY TESTS OK. MONITOR DCL DISPLAY, PINPOINT TEST. REPLACE CAM SENSOR AND FTP SENSOR. RETEST STILL HAS CODES. DISCONNECT CONNECTOR C139, FOUND WATER. REMOVED ALL CONNECTORS IN EEC HARNESS 12B637 AND REMOVED MOISTURE. REASSEMBLED. CLEAR CODES OKAY AT THIS TIME.

2FMDA52264E A4 T/A4 T/F T/WB * T/A AS T/DX T/LY 09-09-03 08-03-04 148204 USA 11 * 7W04 4F2Z 15604 DA S09 V1
AWS Claim Key: [3330417](#) **Doc #:** [REDACTED] **Trx Code:** 2 **Labor Hrs:** 5.6 **Labor Cost:** 377.33 **Material Cost:** 299.7 **Total Cost:** 677.03
Dlr Cd-Sub Cd: 04791-* **Name:** OLIVER FORD SALES, INC. **Ph:** 574-9351001 **St:** IN **Ctry Cd:** USA **Reg Cd:** NA **Repr Date:** 07-JAN-2005 **DIST(Mile)**
Cust Comments: CUST STATES THE RADIO WOULD NOT SHUT OFF WHEN KEY OUT AND DOOR OPEN
Tech Comments: VARIFIED ALL CONCERNS. CHECK OASIS. PERFORM SELFTTESTS ON ALL MODULES. COULDN'T PINPOINT ANY SHORTED CIRCUITS. CALL HOTLINE 5AJCB004, TOLD TO INSPECT FOR WATER IN THE WIPER MOTOR CONNECTOR AND THE TR SENSOR. PERFORM DATALOGGER TO MONITOR PIDS. REMOVE SMART JUNCTION BOX TO INSPECT ALL PINS. REMOVE CONNECTOR HARD SHELLS AND INSPECT PINS RELATED

Any comments? You can contact



[webmaster](#)

Scott D. Murray
Field Service Engineer
Detroit Region FCSD, Zones C1 and C2
Phone: (313) 322-9456
Email: smurray8@ford.com

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

From: Salazar, Mark (M.)
Sent: Friday, February 18, 2005 11:10 AM
To: Male, Michael (M.J.); Murray, Scott (D.); Nasar, John (H.S.); Male, Michael (M.J.)
Subject: Report Summary for the CQIS Report#5AGCB004

Mike/John, Scott Murray (FSE) is looking for suggestions. Any advice you can lend for this vehicle?

Attachments : 0

| | | | |
|----------------------------|---|---------------------|----------------|
| Report# : | ██████████ | Received: | 01/07/2005 |
| CCRG/EPRC: | | Date: | |
| Vehicle: | 2004,FREESTAR,4X2 ,WAGON ,2FMDA52264B██████████ | Build Date: | 09/09/2003 |
| Odometer : | 11,479 M | Engine: | 4.2L EFI |
| Transmission: | 4F50N | Calibration: | 4A41NA0A |
| Dealer: | USA 04791 Oliver Ford Sales, Inc. | A/C: | YES |
| City: | ██████████ | Phone#: | (574) 935-1001 |
| Originator: | ██████████ | State: | ██████████ |
| Symptom: | 2 01 2 27 ELECT.,LIGHTING SYS,EXT. LIGHTING,HEADLAMPS | | |
| Status: | | | |
| VFG: | V77 LIGHTING | | |
| Additional Symptom: | RADIO/HEADLIGHTS STAYED ON | | |
| Fix: | Causal Component : | | |
| Condition Code: | | | |

| | | |
|---------------------------------|----------------------------|---------------------------------|
| Hotliner: DMULLI11 | Phone: 313 248-8080 | Regn Cd: 48 Detroit - 48 |
| Engineering: JIM FONTANA | Phone: 313 248-7892 | TAR: |
| Dlr Contact: | Phone: | Title Cde: T |

Comments :

REPAIR 01/07/2005 09:15AM DAN MULLINS MSS - FCSD - TECH SVC HOTLINE

CUST ALLEGED THEY SHUT VAN OFF AND OPENED DOOR, THE DOOR AJAR CAME ON AND SO DID THE INSIDE LIGHTS, THE RADIO STAYED ON AND ALSO HEADLIGHTS STAYED ON ??? CUST UNHOOKED BATTERY, CONCERN IS GONE. KNOWN ?

RECOMM 01/07/2005 09:15AM DAN MULLINS MSS - FCSD - TECH SVC HOTLINE

ADV TECH TO CHECK WIPER MOTOR CONNECTOR FOR WATER, ALSO LOOK FOR AFTER MARKET DVD OR AUTOSTART NOT HOOKED UP CORRECTLY. OK, CHECK SJB PIN FIT AND IF CAN DUPLICATE, TRY K/G SJB.

REPAIR 01/14/2005 04:38PM JACOB ANDERSON MSS - FCSD - TECH SVC HOTLINE

TECH REPLACED SJB. STATES THAT ATTEMPTED PMI, SEEMED TO COMPLETE OK, NOTHING ON VEHICLE WORKS. SEEKING INFORMATION.

RECOMM 01/14/2005 04:38PM JACOB ANDERSON MSS - FCSD - TECH SVC HOTLINE

ATTEMPTED TO WALK TECH THROUGH PMI USING IGNORE INHALE DATA. WOULD NOT WORK. TECH DISCOVERED WDS DATED 12/4/04. ADVISE TECH TO UPDATE WDS ON NETWORK, RESET DATE TO CURRENT, AND ATTEMPT PMI. ADVISE IF STILL NOT WORKING, CALL BACK FOR FURTHER ASSISTANCE.

From: Hazel, Jeff (J.D.)
Sent: Wednesday, July 13, 2005 6:48 AM
To: King, Robert (R.F.)
Cc: Nasar, John (H.S.)
Subject: RE: Report Summary for the CQIS Report#5EWHR018

Bob,

I have not received the sealer. There is supposed to be an update in tomorrows CMT meeting.

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

From: King, Robert (R.F.)
Sent: Tuesday, July 12, 2005 4:26 PM
To: Hazel, Jeff (J.D.); Lien, Rob (R.L.); King, Robert (R.F.)
Subject: Report Summary for the CQIS Report#5EWHR018

Jeff, It's back....HELP....did you get the sealer I sent? I was out last week so other FSE involved.

Attachments : 0

| | | | |
|----------------------------|--|-------------------------|---------------------------------------|
| Report# : | ██████████ | Received: | 05/23/2005 |
| CCRG/EPRC: | | Reviewed Status: | Date: |
| Vehicle: | 2004,FREESTAR,SPORT ,WAGON ,2FMZA57624B ██████████ | Build Date: | 01/12/2004 |
| Odometer : | 39,000 M | Engine: | 3.9L EFI Calibration: 4A41CA0A |
| Transmission: | 4F50N | Axle: | A/C: YES |
| Dealer: | USA 03038 Thoroughbred Ford of Platte Ci | Phone#: | (816) 858-3777 |
| City: | ██████████ | State: | ██████████ Country : USA |
| Originator: | | | |
| Symptom: | 5 03 1 51 DRVLIN,A/T ENGAGEMENT,NO ENGAGEMENT,NO FORWARD | | |
| Status: | | | |
| VFG: | V48 GOOD AUTO TRANSMISSION SHIFT | | |
| Additional Symptom: | NO ENGAGEMENT | | |
| Fix:Y | Causal Component : | PROCESSOR ASSY -- RPR | |
| Condition Code: | | | |
| Region Code: 53 | Region Name: Kansas City - 53 | | |

Comments :

OWNER 05/23/2005 04:14PM BOB KING MSS - FCSD - REG - KANSAS CTY
NO ENGAGEMENT. TRANS HAS NO FWD/REV GEARS

TECH/C 05/23/2005 04:14PM BOB KING MSS - FCSD - REG - KANSAS CTY
TAR PER DLR SM., FOUND WATER IN PCM CONNECTOR.

RECOMM 07/12/2005 04:23PM BOB KING MSS - FCSD - REG - KANSAS CTY
SENT REPORT TO ENGINEERING AND UNIT BACK WITH WATER IN PCM. SEALER

SENT TO ENGINEERING ON PREVIOUS VIST.

From: Kulkarni, Arvind (A.)
Sent: Thursday, July 14, 2005 1:27 PM
To: Nasar, John (H.S.); Fang, Andy (A.); Hearn, Mark (E.)
Subject: RE: Report Summary for the CQIS Report#5GDAZ011

John- Can you please get the PCM for taking up Motorola. Pins are mentioned "smoked" which needs to be investigated.

Regards,
Arvind Kulkarni

Freestar / Monterey Powertrain Systems Engineering
Certified Reliability Engineer, 6 sigma Black Belt, CQE & CQMgr
PVT-Oakville Assembly Plant
Phone- (905) 845-2511 x 3741
Fax- (905) 845-0132

Meticulous engineering does not cost- It pays.

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

From: Nasar, John (H.S.)
Sent: Tuesday, July 12, 2005 1:06 PM
To: Kulkarni, Arvind (A.); Fang, Andy (A.); Hearn, Mark (E.)
Subject: Report Summary for the CQIS Report#5GDAZ011

That issue could be caused by water intrusion to the PCM.

Attachments : 0

| | | | | | |
|----------------------------|---|-------------------------|----------------|---------------------|------------|
| Report# : | ██████████ | Reviewed Status: | | Received: | 07/04/2005 |
| CCRG/EPRC: | | | | Date: | |
| Vehicle: | 2005,FREESTAR,4X2 ,WAGON ,2FMDA51225B | | ██████████ | Build Date: | 08/17/2004 |
| Odometer : | 12,790 K | Engine: | 4.2L EFI | Calibration: | |
| Transmission: | 4F50N | Axle: | 3.54 RATIO | A/C: | YES |
| Dealer: | MEX M1073 Casa Ford | | | Phone#: | |
| City: | ██████████ | State: | ██████████ | Country : | MEX |
| Originator: | ██████████ | | | | |
| Symptom: | 5 04 8 01 DRVLIN,A/T GENERAL,INDICATOR,FLASHING | | | | |
| Status: | | | | | |
| VFG: | V48 GOOD AUTO TRANSMISSION SHIFT | | | | |
| Additional Symptom: | CHECK A/T WARNING INDICATOR | | | | |
| Fix: | Causal Component : | | | | |
| Condition Code: | | | | | |
| Region Code: | M1 | Region Name: | FCSD REGION-M1 | | |

Comments :

REPAIR 07/04/2005 05:11PM MIGUEL MORENO VO - FOM - CUST SERV TECH/QLTY
TECH STS CHECK TRANSMISSION WARNING INDICATOR IS FLASHING, OIL LEVEL
AND CONDITION OK, TECH USES WDS TO DIAGNOSIS AND REALIZES VSS READS 90
KM WHEN VEHICLE IS STOPPED, TECH PERFORMED A VISUAL INSPECTION AND
FOUND SOME PCM PINS ARE SMOKED AND CORRODED.

RECOMM **07/04/2005 05:11PM MIGUEL MORENO VO - FOM - CUST SERV TECH/QLTY**
PEFORM A FULL REVISION TO PCM HARNESS AND PINS WHICH ARE MORE
AFFECTED, REPAIR AS REQUIRED & REPLACE PCM, CALL BACK IF A MAJOR
DAMAGE IS FOUND. TSB 05-11-15 INSPECT THE INSULATION ON THE YELLOW
WIRE OF THE INTERNAL TRANSAXLE HARNESS NEAR SHIFT SOLENOID C (SSC).
REPLACE THE INTERNAL HARNESS IF DAMAGED & REPLACE THE SIDE COVER.

From: Campau, Patrick (P.J.)
Sent: Thursday, September 29, 2005 7:24 AM
To: Nasar, John (H.S.)
Subject: RE: Report Summary for the CQIS Report#5I2A3002

I have ask Mark Dixon to supply all the DTC's that the PCM would display with this issue. Of course he thought there was **no** water in PCM issue. Have you forwarded all the PCM water data you have to Mark Dixon? The TSB is dead until Mark Dixon agrees there is a PCM water intrusion issue or I pull all the PCM info out of the TSB and I just talk about the trans issue.

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

From: Nasar, John (H.S.)
Sent: Thursday, September 29, 2005 7:14 AM
To: Campau, Patrick (P.J.)
Subject: Report Summary for the CQIS Report#5I2A3002

I guess we need to add these DTC codes and the failure mode in our TSB, what do you think?

Attachments : 0

| | | | |
|-------------------------------------|---|--|---------------------------------------|
| Report# : | ██████████ | Received: | 09/28/2005 |
| CCRG/EPRC: | | Reviewed Status: | Date: |
| Vehicle: | 2005,FREESTAR,CANADA ,WAGON ,2FMZA55275B ██████████ | Build Date: | 10/27/2004 |
| Odometer : | 21,921 K | Engine: | 4.2L EFI Calibration: 5A41RA0A |
| Transmission: | 4F50N | Axle: | 3.54 RATIO A/C: YES |
| Dealer: | CAN B8375 Ed Learn Ford Sales Ltd | Phone#: | (905) 684-6373 |
| City: | ██████████ | Province | ██████████ Country : CAN |
| Originator: | ████████████████████ | | |
| Symptom: | 6 98 2 98 DRVABL,INDICATOR,CHECK ENGINE,NOT LISTED | | |
| Status: | | | |
| VFG: | V44 MECHANICAL MALFUNCT INDICATION | | |
| Additional Symptom: | P0301 P0316 | | |
| Fix: | Causal Component : | | |
| Condition Code: | | | |
| Hotliner: LHARVE23 | Phone: 313 317-7070 | Regn Cd: 08 08 FCSD REGION-CANADA | |
| Engineering: | Phone: | TAR: | |
| Dlr Contact: OREST SZYMANSKI | Phone: 905 684-6373 | Title Cde: T | |

Comments :

REPAIR 09/28/2005 08:46AM LEWIS HARVEY MSS - FCSD - TECH SVC HOTLINE
TECH STATES VEHICLE HAS A P0301 P0316, REPEAT CONCERN. PLUG WAS REPLACED LAST WEEK. HAS NOT VERIFIED THE MISS, MODE 6 SHOWS A 32%

MISFIRE. SEEKING DIRECTION.

RECOMM 09/28/2005 08:46AM LEWIS HARVEY MSS - FCSD - TECH SVC HOTLINE
PERFORM COP TEST. ISM 05-02-220 CHECK FOR WATER ENTRY INTO THE PCM
CONNECTOR

ADD-ON 09/28/2005 10:51AM LEWIS HARVEY MSS - FCSD - TECH SVC HOTLINE
TECH CALLING BACK, HAS FOUND THE PCM FULL OF WATER. HAS FOUND 2 SPOTS
WHERE WATER IS LEAKING FROM. 1 IS AT THE REAR OF THE STRUT TOWER AND
NEAR THE FENDER THERE WAS A 1/8" GAP AND IT WAS CLEAR THERE HAS BEEN
MUDDY WATER SPLASHING UP.

From: Hearn, Mark (E.)
Sent: Thursday, September 29, 2005 2:50 PM
To: Nasar, John (H.S.)
Subject: RE: Report Summary for the CQIS Report#5I2CQ018

John, let's talk with the tech.....where was the water located? Was it observed on the blue pin base? A gell is put on this surface that can be mistaken for water.

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

From: Nasar, John (H.S.)
Sent: Thursday, September 29, 2005 7:20 AM
To: Hearn, Mark (E.); Campau, Patrick (P.J.); Dixon, Mark (M.R.)
Cc: Nasar, John (H.S.)
Subject: Report Summary for the CQIS Report#5I2CQ018

Hey...That is another one 05MY with water in the PCM. Do you think the effort put in the TSB is worth it!!

Attachments : 0

| | | | |
|----------------------------|---|--------------------|----------------|
| Report# : | ██████████ | Received: | 09/28/2005 |
| CCRG/EPRC: | | Date: | |
| Vehicle: | 2005,FREESTAR,4X2 ,WAGON ,2FMZA51675B██████████ | Build Date: | 11/05/2004 |
| Odometer : | 27,854 K | Engine: | 3.9L EFI |
| Transmission: | 4F50N | Axle: | 3.54 RATIO |
| Dealer: | USA 06633 Cavalier Ford | A/C: | YES |
| City: | ██████████ | Phone#: | (757) 424-1111 |
| Originator: | ██████████ | Country : | USA |
| Symptom: | 6 07 5 00 DRVABL,STALL/QUITS,ACCELERATION,OTHER-CODE NA | | |
| Status: | | | |
| VFG: | V42 NO STALLS | | |
| Additional Symptom: | STALLS/RUNS ROUGH | | |
| Fix: | Causal Component : | | |
| Condition Code: | | | |

Hotliner: ESMIT217 **Phone:** 313 317-9132 **Regn Cd:** 27 Washington - 27

Engineering: **Phone:** **TAR:**

Dlr Contact: ██████████ **Phone:** 757 424-1111 **Title Cde:** T

Comments :

REPAIR 09/28/2005 04:37PM ELMER SMITH MSS - FCSD - TECH SVC HOTLINE
TECH STATED THAT THE VECH WILL NOT RUN AND WHEN IT DOES IT WIL DIE.
THE TECH FOUND WATER IN THE PCM CONNECTOR SO HE DRIED IT OUT AND IT
DID NOT HELP. THE TECH IS SEEKING DIRECTION

RECOMM 09/28/2005 04:37PM ELMER SMITH MSS - FCSD - TECH SVC HOTLINE

ISM 05-02-220 CHECK FOR WATER ENTRY INTO THE PCM CONNECTOR ADVISED THE TECH TO REPLACE THE PCM AND RETEST VECH THEN SEAL IT UP SO NO MORE WATER IS ABLE TO GET INTO IT..

From: LSHINGLE@ford.com
Sent: Monday, April 23, 2007 10:46 AM
To: Shingleton, Leslie (L.E.)
Subject: Report Summary for the CQIS Report#7DRA7005

Attachments : 0

Report# : [REDACTED] **Received:** 04/18/2
CCRG/EPRC: **Reviewed Status:** **Date:**
Vehicle: 2006,FREESTAR,4X2 ,WAGON ,2FMDA51656B [REDACTED] **Build Date:** 01/24/2
Odometer : 38,615 M **Engine:** 3.9L EFI **Calibration:** 6A41A.
Transmission: 4F50N **Axle:** **A/C:** YES
Dealer: USA 00089 Koons Ford of Annapolis, Inc. **Phone#:** (410) 2
3087
City: [REDACTED] **State:** [REDACTED] **Country :** USA
Originator: [REDACTED]
Symptom: 6 08 0 00 DRVABL,RUNS ROUGH,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V44 POWERTRAIN MALFUNCTION
Additional Symptom: P0302 AND P0306
Fix: **Causal Component :**
Condition Code:

Hotliner: CHAUTZIN **Phone:** 000 322-1291 **Regn Cd:** N4 Washington
Engineering: **Phone:** **TAR:**
Dlr Contact: [REDACTED] **Phone:** 410 224-2100 **Title Cde:** T

DTCs:
KOEO:
KOEC:P0302 P0306
KOER:

Comments :
REPAIR 04/18/2007 11:08AM COREY HAUTZINGER MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: MISSFIRES ON
CYLINDERS

3 AND 6, COIL NOT FIRING THOSE CYLINDERS, WHEN FIRST REPLACE COIL IT

RAN FINE FOR A LITTLE WHILE THEN STARTED MISSING AGAIN
DIAGNOSTICS

ALREADY COMPLETED: POWER BALANCE TEST, COMPRESSION TEST, CHECKED WIRING

TO COIL AND PCM PARTS REPLACED: COIL, PLUGS, PCM TECHNICIAN QUESTION:

WHAT ELSE COULD I CHECK CALL DATA: THE VEHICLE CAME IN FOR A REPEAT CONCERN OF MISFIRES ON CYLINDERS #2 AND #6 WITH NO SPARK. THE

PCM AND COIL HAVE BEEN REPLACED WITH NO CHANGE. THE DRIVER CIRCUIT (C)

HAS BEEN CHECKED FOR SHORTS TO POWER AND GROUND.

**RECOMM 04/18/2007 11:08AM COREY HAUTZINGER MSS - FCSD - TECH SVC
HOTLINE**

CHECK THE TQ_CNTL PID TO DETERMINE IF THE PCM HAS SHUT OFF THE DRIVER,

IF SO CHECK RELATIVE AND MANUAL COMPRESSION AND INJECTOR FLOW TEST. TO

TEST THE COIL CIRCUIT SWAP THE DRIVER (C) WITH DRIVER (A) AND MOVE THE

SPARK PLUG WIRES WITH THE DRIVERS. IF THE MIS MOVES TO CYLINDER 1 AND

5 SUSPECT A FAILED COIL. OVERLAY COIL DRIVER C AND RETEST.

From: LSHINGLE@ford.com
Sent: Monday, April 23, 2007 10:21 AM
To: Shingleton, Leslie (L.E.)
Subject: Report Summary for the CQIS Report#7DSDO001

Attachments : 0

Report# : [REDACTED] **Received:** 04/23/07
CCRG/EPRC: [REDACTED] **Reviewed Status:** [REDACTED] **Date:** 04/23/07
Vehicle: 2006,FREESTAR,4X2 ,WAGON ,2FMZA51606B [REDACTED] **Build Date:** 04/23/06
Odometer : 26,638 M **Engine:** 3.9L EFI **Calibration:** 6A4
Transmission: 4F50N **Axle:** [REDACTED] **A/C:** YES
Dealer: USA 20555 Gibbons Ford **Phone#:** (570) 474-4747
City: [REDACTED] **State:** [REDACTED] **Country :** US
Originator: [REDACTED]
Symptom: 6 09 0 00 DRVABL,MISSES,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V44 POWERTRAIN MALFUNCTION
Additional Symptom: P0303 P0306
Fix: **Causal Component :**
Condition Code:
Hotliner: CHAUTZIN **Phone:** 000 322-1291 **Regn Cd:** N3 Philadelphia
Engineering: [REDACTED] **Phone:** [REDACTED] **TAR:** [REDACTED]
Dlr Contact: [REDACTED] **Phone:** 570 489-4747 **Title Cde:** T

DTCs:
KOEO:
KOEC:P0303 P0306
KOER:

Comments :
REPAIR 04/19/2007 12:30PM COREY HAUTZINGER MSS - FCSD - TECH SVC HOTLINE
WEB FORM DATA: DESCRIPTION OF VEHICLE CONCERN: VEHICLE CAME IN WITH
ENGINE MISFIRE #3 □ CLY. PERFORMED COMPRESSION TEST - 0 PSI IN

BOTH

CLY'S REMOVED CLY HEADS AND FOUND INTAKE VALVES TULIPED IN THOSE CLY'S

ALSO THE REST OF THE VALVES DON'T LOOK THE BEST ALTHOUGH THAY ARE NOT

LEAKING DIAGNOSTICS ALREADY COMPLETED: COMPRESSION TEST PARTS

REPLACED: TECHNICIAN QUESTION: SHOULD WE REPLACE ALL THE VALVES OR

JUST THE AFFECTED CLY'S AND ARE THERE ANY OTHER CASE'S ON RECORD LIKE

THIS FORM QUESTION: HAS VEHICLE SCHEDULED MAINTENANCE BEEN VERIFIED?

ANSWER: YES FORM QUESTION: PLEASE LIST ANY VEHICLE MODIFICATIONS, OR

TYPE NONE. ANSWER: CALL DATA: THE VEHICLE CAME IN FOR A CONCERN

OF MIL ON WITH CODES P0303 AND P0306 WITH 0 PSI COMPRESSION ON 3 AND

6. REMOVAL AND INSPECTION OF THE HEADS SHOWS THE VALVES TO BE DISTORTED. THE PLUG ELECTRODES ARE MELTED OFF ON CYLINDERS 3 AND 6.

THE COOLANT LEVEL WAS FULL AND THE VEHICLE SHOWS NO SIGNS OF AN

OVERHEAT.

RECOMM 04/19/2007 12:30PM COREY HAUTZINGER MSS - FCSD - TECH SVC HOTLINE

INSPECT THE VALVE SEATS AND REPLACE ALL THE VALVES. AFTER REPLACEMENT

OF VALVES RUN THE VEHICLE THROUGH THE CAR WASH AND REFER TO TSB

06-14-10 FOR POSSIBLE WATER IN THE PCM. ----- TSB

06-14-10 ENGINE/TRANS DRIVEABILITY ISSUES DUE TO WATER ENTERING THE

PCM OR TRANSAXLE VENT - SEAL WATER LEAK IN THE COWL PANEL GRILL -

REPAIR AS NECESSARY

From: LSHINGLE@ford.com
Sent: Tuesday, April 24, 2007 12:50 PM
To: Shingleton, Leslie (L.E.)
Subject: Report Summary for the CQIS Report#7DWCW005

Attachments : 0

Report# : [REDACTED] **Received:** 04/23/2007
CCRG/EPRC: [REDACTED] **Reviewed Status:** **Date:**
Vehicle: 2007,TAURUS,SE **Build Date:** 09/07/2006
2V ,SEDAN ,1FAFP53U67A [REDACTED] **Calibration:** 5DD12N0A
Odometer : 12,980 M **Engine:** 3.0L EFI **A/C:** YES
Transmission: AX4N **Axle:** FWD 3.98 **Phone#:**
Dealer: USA 45334 AVIS RAC - LOS ANGELES **Country :** USA
City: [REDACTED] **State:** [REDACTED]
Originator: [REDACTED]
Symptom: 4 97 0 00 ENGINE,NOISE,OTHER-CODE NA,OTHER-CODE NA
Status:
VFG: V49 POWERTRAIN GOOD SOUND AND NVH
Additional Symptom: @GWONLT - #6 PISTON MELTED
Fix: **Causal Component :**
Condition Code:

Hotliner: CHAUTZIN **Phone:** 000 322-1291 **Regn Cd:** CC Rental - CC
Engineering: **Phone:** **TAR:**
Dlr Contact: [REDACTED] **Phone:** 000 000-0000 **Title Cde:** T

DTCs:
KOEO:
KOEC:
KOER:

Comments :

REPAIR 04/23/2007 04:59PM COREY HAUTZINGER MSS - FCSD - TECH SVC HOTLINE
TRACKER INDICATES - "PLEASE DESCRIBE CUSTOMERS CONCERN: CAR
STALL

PLEASE LIST ANY RECENT REPAIR ATTEMPTS: NONE DESCRIBE
DIAGNOSTIC

PROCEDURES COMPLETED AND THE RESULTS: VISIUL INSPECT MOTOR
OIL LEVE

OK COOLANT LEVE OK. START AND DRIVE IN TO SHOP MISSFIRE PRESENT
HOOKUP

SCANNER DTC 300 SET. LIFT CAR CHECK FOR LEAKS NONE PRESENT.FOUND
CYLINDER NUMBER #6 SPARK PLUG ELECTRO MALFUNTION. PERFORMED
CYLINDER

PRESSURE TEST FAILED CYLINDER #6 WAS 0PSI. ALL OTHER CYLINDERS
150PSI.

REMOVE VALVE COVER AND REMOVE LIFTERS AND ROCKER ARMS FOR
CYLINDER

NUMBER #6.PERFORMED CYLINDE LEAK DOWN TEST FAIELD LEAKING
ALL AIR IN

TO MOTOR OIL PAN. REMVOE FRONT CYILNDER HAED AND FOUND
EXCESSIVE BLOCK

CYLINDER WALL SCORING (NAIL STOPPING). MELTED PISTON. EXSESSIVE
BLOCK

DAMAGE. PLEASE LIST PART THAT WAS ROOT CAUSE OF FAILURE: FAILED
SPARK PLUG ELECTRO EXCESSIVE DAMAGE TO BLOCK."

**RECOMM 04/23/2007 04:59PM COREY HAUTZINGER MSS - FCSD - TECH SVC
HOTLINE**

ADVISED APPROVAL CODE IS PAAYX.

From: Matysiewicz, Edwin (E.J.)
Sent: Wednesday, October 05, 2005 12:42 PM
To: Nasar, John (H.S.)
Cc: Campau, Patrick (P.J.); Orris, Steve (S.J.); Kulkarni, Arvind (A.); Garrett, Dave (D.P.)
Subject: RE: Report Summary for the CQIS Report#5JDC1007

John
Was the connector tight, or loose when they looked at the vehicle ?
I have seen VO plants that failed to tighten the connector, which caused any number of issues ranging from no starts to stalling, stumbling, etc..
Silicone weeping out of the PCM water seal looks wet, and is frequently mistaken for water.
Ed

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

From: Nasar, John (H.S.)
Sent: Wednesday, October 05, 2005 12:34 PM
To: Dixon, Mark (M.R.); Garrett, Dave (D.P.); Hearn, Mark (E.); Kulkarni, Arvind (A.); Stever, Paul (P.G.); Matysiewicz, Edwin (E.J.); Stodola, Robert (R.J.); Fang, Andy (A.); Syed, Nasir (N.S.); Orris, Steve (S.J.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.)
Cc: Nasar, John (H.S.)
Subject: Report Summary for the CQIS Report#5JDC1007

I have just called this dealer and he confirmed that water was present in the PCM connector coming down from underneath the wet cowl. Dealer dried the PCM connector and that resolved the issue.

Attachments : 0

| | | | |
|----------------------------|--|--------------------|--------------------------|
| Report# : | ██████████ | Received: | 10/04/2005 |
| CCRG/EPRC: | | Date: | |
| Vehicle: | 2005,FREESTAR,CANADA ,WAGON ,2FMZA55205B ██████████ | Build Date: | 09/30/2004 |
| Odometer : | 34,940 K | Engine: | 4.2L EFI |
| Transmission: | 4F50N | Axle: | 3.54 RATIO |
| Dealer: | CAN B7225 M.S.A. Ford Sales Ltd. | A/C: | YES |
| City: | ██████████ | Phone#: | (604) 857-2293 |
| Province: | ██████████ | Country : | CAN |
| Originator: | ██████████ | | |
| Symptom: | 6 07 0 00 DRVABL,STALL/QUITS,OTHER-CODE NA,OTHER-CODE NA | | |
| Status: | | | |
| VFG: | V42 NO STALLS | | |
| Additional Symptom: | STALLS ON DECELL | | |
| Fix: | Causal Component : | | |
| Condition Code: | | | |
| Hotliner: | DFENRIC2 | Phone: | 313 317-9356 |
| Engineering: | | Regn Cd: | 07 07 FCSD REGION-CANADA |
| Dlr Contact: | ██████████ | Phone: | 604 857-2293 |
| | | TAR: | |
| | | Title Cde: | SF |

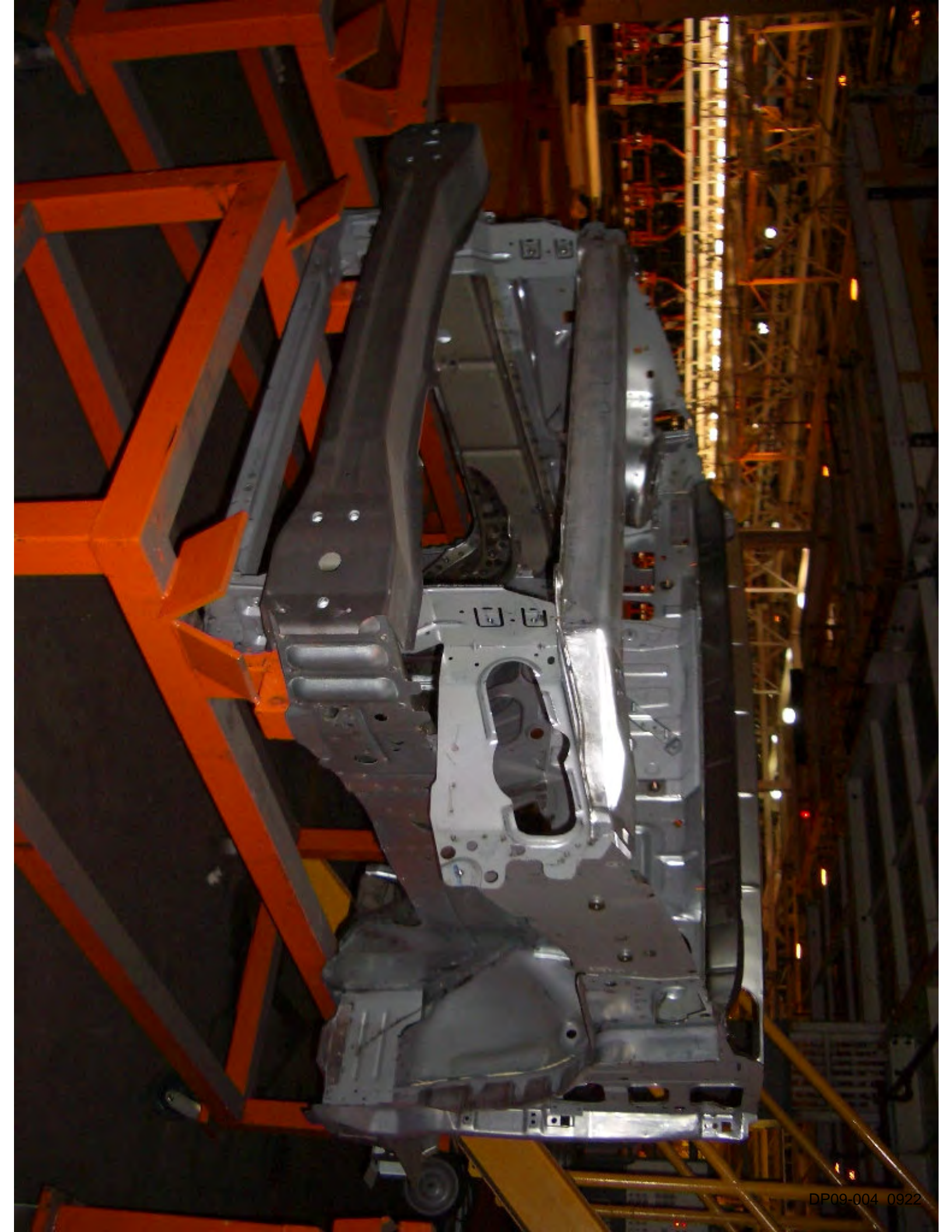
Comments :

REPAIR 10/04/2005 02:10PM DAVID FENRICH MSS - FCSD - TECH SVC HOTLINE
TECH STS ENGINE STALLS ON DECELL AND WHEN SHIFTING FROM REVERSE TO
DRIVE. NO CODES. DATA LOGGER ALL OK. TECH REPROGRAMED THE PCM AND NOW
CONCERN IS GONE. RPM AT IDLE WAS AT 500 WITH 42%IAC. NOW IDLE IS AT
750. TECH SEEKING KNOWNS AND IF HE CAN GET PAID FOR THE REPROGRAM.

RECOMM 10/04/2005 02:10PM DAVID FENRICH MSS - FCSD - TECH SVC HOTLINE
ISM 05-02-220 CHECK FOR WATER ENTRY INTO THE PCM CONNECTOR ADV TECH
TO INSPECT PCM FOR WATER INTRUSION AT THE CONNECTOR AND IN THE PCM. IF
FOUND TO REPLACE THE PCM. INSTALL FOAM KIT TO SEAL UP COWL.



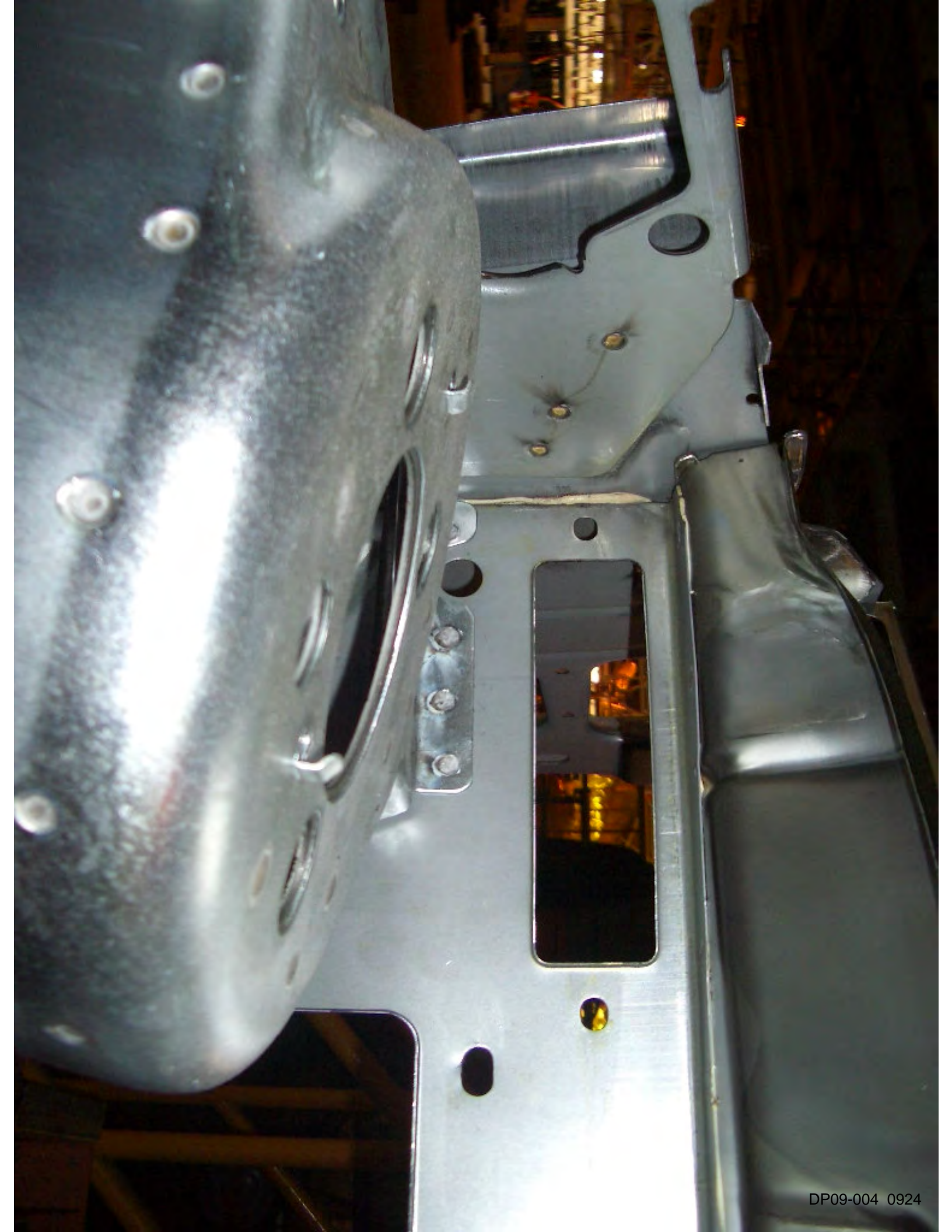






MATCH

MATCH YOU 15











From: Nasar, John (H.S.)
Sent: Tuesday, May 24, 2005 8:21 AM
To: Kulkarni, Arvind (A.); Fang, Andy (A.); Hearn, Mark (E.)
Cc: Stever, Paul (P.G.); Cordeau, Roger (T.); Stodola, Robert (R.J.); Nasar, John (H.S.)
Subject: Sealer Area for water intrusion.zip

Importance: High

Attachments: Sealer Area for water intrusion.zip



Sealer Area for
water intrusio...

PCM water intrusion is an issue in service that causes lot of Engine troubles, rough running, stalls, Quits, etc. We need to act upon this one. It is getting big and the reports will soon hit the QSF threshold. We need actions in the plant and a TSB to advise the dealers for a fix.

Attached in the Sealer Gap location where water is getting to the PCM case from behind the firewall.

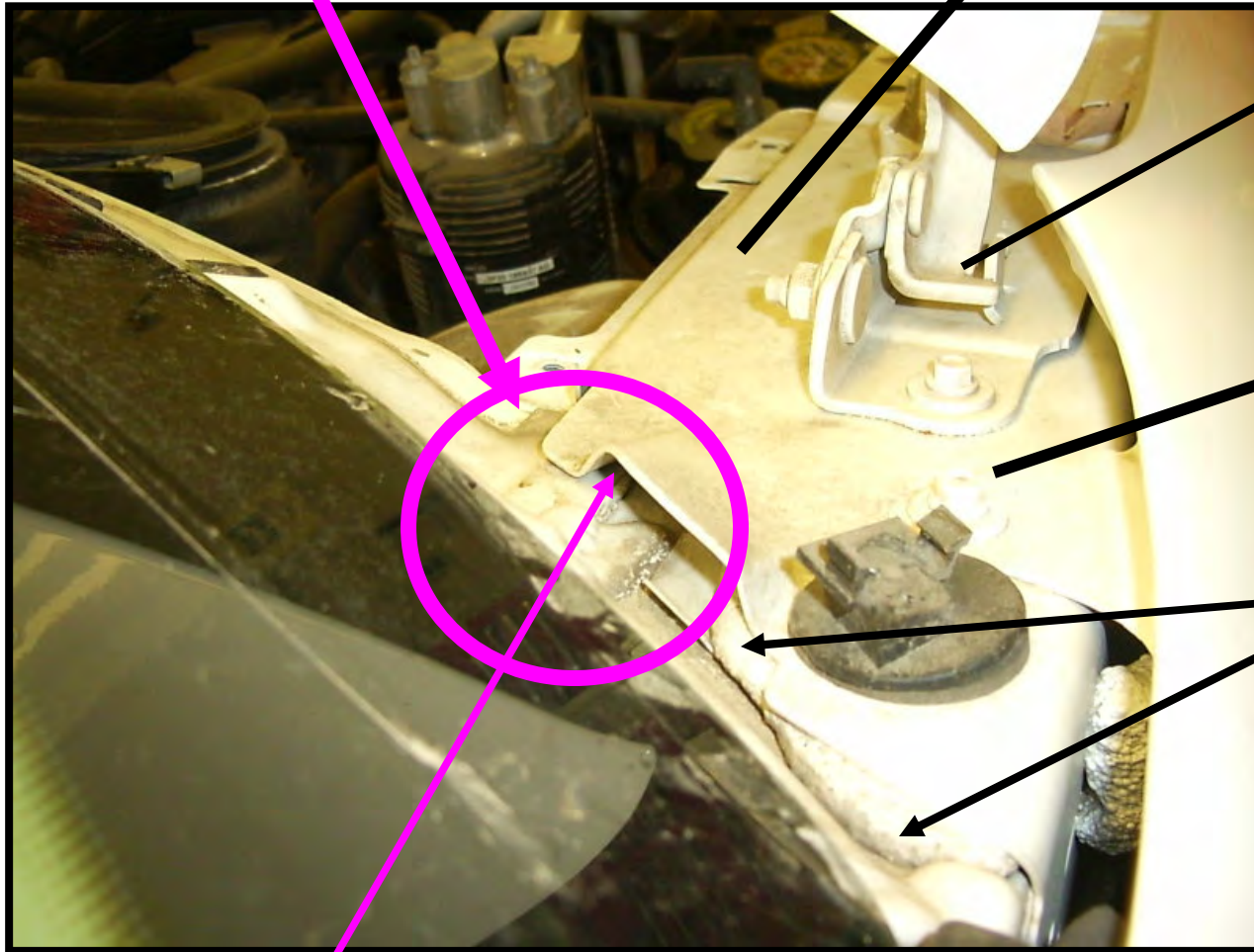
Regards,

John Nasar

Sealer Area for water intrusion.zip

Area need to filled with the Sealer

Front of the vehicle



Right
Side
Hood
Hinge

Fender

Existing
Sealer
Foam

Make sure the sealer is also inside this area where there is a rat hole

From: Borneo, Joseph (J.A.)
Sent: Thursday, October 13, 2005 12:42 PM
To: Frye, Nancy (N.J.); Campau, Patrick (P.J.)
Cc: Lipka, Ken (K.R.); Hearn, Mark (E.); Nasar, John (H.S.)
Subject: Status for TSB for Cowl Leaks on to Transmission

Nancy,

I just spoke with the FCSD resident at Oakville, John Nasar. He indicated that sheet metal engineer at Oakville is involved in resolving the cowl leak issue. Weekly meeting will be held on Tuesdays and Thursdays to discuss. I requested that Ken Lipka and I be invited. We will make sure that near-term containment is the first item addressed. I suspect any PCAs will take a little longer to implement. Please let me know if you have any further questions.

Pat,

Dave Filipe indicated he would like to hold on the TSB approval until Oakville implements containment.

Joseph Borneo
Supervisor
4F50N Transmission Vehicle Systems/Calibration
D186/V229 Programs
ATEO Bldg, Cube W220E
(734)523-5950
Pager: (734) 797-9539
USERID: JBORNEO

From: Scheuer, Thomas (T.L.)
Sent: Monday, January 30, 2006 4:18 PM
To: Nasar, John (H.S.)
Subject: TSB 05 -23-07 water in PCM connector,

John,

Have you seen any problems with dealers still getting water in a PCM connector on a Freestar after TSB 05-23-07 has been performed? I have a dealer that says they performed the TSB and the vehicle has returned with water in the connector again. I believe it's a 2005 but don't have the vin # to confirm that. I can get additional information if needed.

Tom Scheuer
Field Service Engineer, District B
Great Lakes Market, Ford Customer Service Division
Cell phone (313) 575-1291 Fax (248) 828-6390
E-mail tscheue1@ford.com

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From: Campau, Patrick (P.J.)
Sent: Friday, September 09, 2005 10:31 AM
To: Nasar, John (H.S.)
Cc: Lipka, Ken (K.R.); Borneo, Joseph (J.A.)
Subject: TSB for water in Trans & PCM

Attachments: 88-5551 repair procedure.doc

John, please review this file and forward it to anybody that needs to see it. Ken Lipka and Joe Borneo have a cope and are review it now.

Use it in your meeting next week and let me know if there are any changes you want. Also I need the picture of the body seam under the cowl that needs to be sealed with Silicone Rubber (RTV).

Thanks!



88-5551 repair
rocedure.doc (.

Patrick Campau
Transmission Service Engineering
734-523-6486

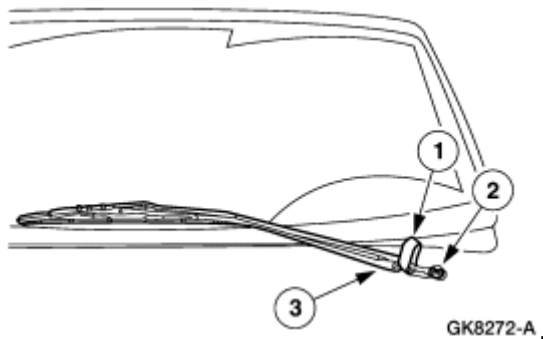
Subject: Water Intrusion in Transaxle or Powertrain Control Module (PCM) causing Harsh or Delayed Shifts or Engagements, Engine Surging, Misses, Rough Idle or Stalling and could have DTC's P1270, P0340, P0500

Issue: Water leaking down from the cowl top vent panel area on top of the Transaxle vent or Powertrain Control Module (PCM) can get inside of either component and cause drivability issues like Harsh or Delayed Shifts or Engagements, Engine Surging, Misses, Rough Idle or Stalling and could have DTC's P1270, P0340, P0500. To prevent a repeat repair of water intrusion in the Transaxle or Powertrain Control Module (PCM) the water leak path in and around the cowl top vent panel must be sealed.

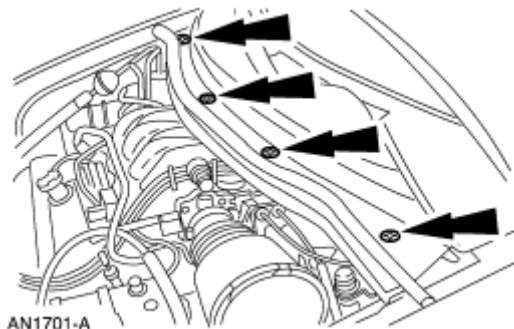
Action: After making the necessary repair or replacement of the transaxle or Powertrain Control Module (PCM) the water leak path in the cowl top vent panel area will need to be sealed. The following repair procedure will show the four areas that will require sealing in the cowl top vent panel area and will help prevent water from getting inside the transaxle and PCM.

Repair Procedure:

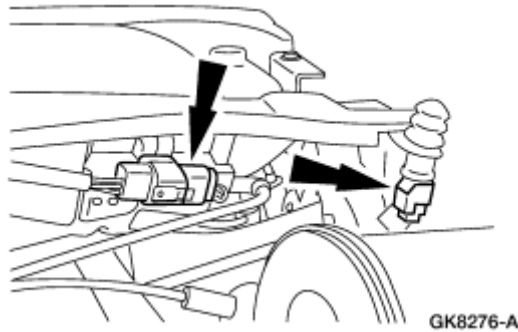
1. Remove the wiper pivot arm.
 1. Release pivot arm nut cover.
 2. Remove and discard the pivot arm nut.
 3. Remove the pivot arm.



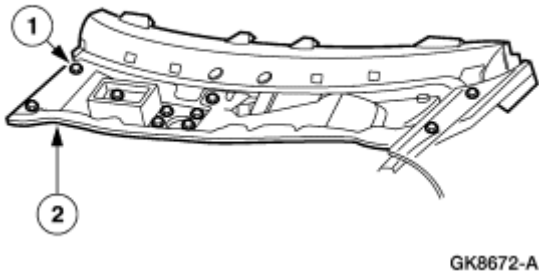
2. Remove the screws.



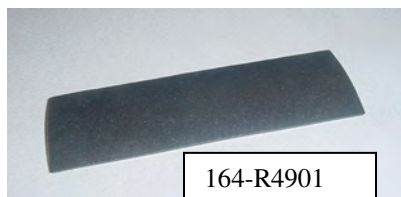
3. Release the clips.
4. Remove the windshield wiper hose.
5. Remove the upper cowl top vent panel.
6. Disconnect the electrical connectors.



7. Remove the lower cowl top vent panel assembly.
 1. Remove the 10 bolts.
 2. Remove the lower cowl top vent panel assembly.



8. Get two pieces of the foam adhesive pad (part number 164-4901) from the Rotunda Squeak and Rattle kit part number 164-R4900.



9. Cut both pieces of foam adhesive pad in half so you have four (4) pieces 7/8" x 5 3/4".
10. Clean the metal body surface under the lower cowl top vent panel in the area above the transaxle and the area above the PCM

11. Place two of the cut pieces of the foam adhesive pad on the metal body surface over the transaxle area. The two ends need to touch, do not allow any gap between the two pieces of foam adhesive pad.



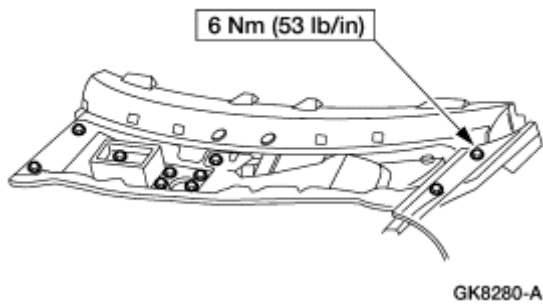
12. Place the other two cut pieces on the metal body surface over the PCM area. The two ends need to touch, do not allow any gap between the two pieces of foam adhesive pad.



13. Add Silicone Rubber sealer (D6AZ-19562-AA) to the body seam at each end of the metal body surface

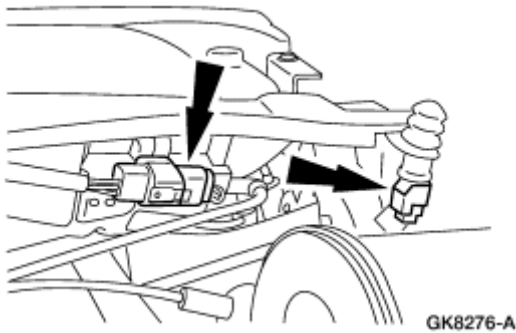
Art to be added showing the body seam area to add the Silicone Rubber

14. Install the lower cowl top vent panel and 10 retaining bolts.



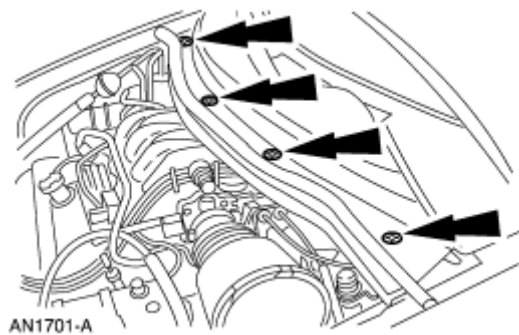
15. Install the upper cowl top vent panel

16. Connect the electrical connectors



17. Install the windshield wiper hose

18. Install four (4) new pushpin screw/rivets to secure the upper cowl to the lower cowl (part number N806322-S-). Add Silicone Rubber sealer (D6AZ-19562-AA) to the four (4) pushpin screw/rivets to make a watertight seal around them.



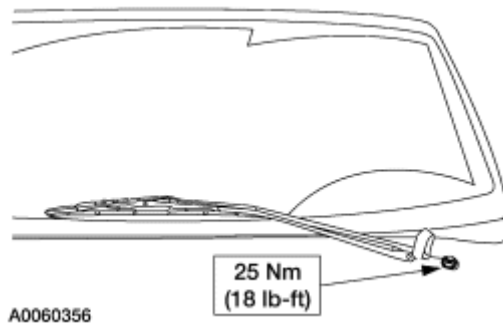
19. Add Silicone Rubber sealer (D6AZ-19562-AA) to the front seam between the upper and lower cowl in the area above the transaxle



20. Install wiper pivot arms

NOTE: Apply Threadlock to the new pivot arm nut.

Check the wiper pivot arm adjustment



From: Arszulowicz, Ken (K.J.)
Sent: Thursday, March 29, 2007 12:48 PM
To: Arszulowicz, Ken (K.J.); Adrian.Petrut@us.contiautomotive.com; Borowicz, Theodore J.; Brush, Eric (E.G.); Courtney, Bill (W.L.); 'David.Wood@us.contiautomotive.com'; Fitz, Don (D.J.); Freeman, Scott (S.T.); Gouwens, Tim (T.A.); Hearn, Mark (E.); Kadrovich, Kathy (K.); Luhrs, Dave (D.A.); Matysiewicz, Edwin (E.J.); Nasar, John (H.S.); Ostroski, Greg (G.M.); Shingleton, Leslie (L.E.); Warm, David (D.L.)
Subject: Update 3/29/2007

Team,
Greg and I are continuing our quest to replicate the misfire DTCs before we go any further. So, just hang tight until we call you for specific help or the next team communication.

This allows you to work on your other projects without being detained unnecessarily.

Thanks.

Ken Arszulowicz

Certified Six Sigma Black Belt
313-805-4022
karszulo@ford.com

From: Arszulowicz, Ken (K.J.)
Sent: Wednesday, March 28, 2007 4:14 PM
To: Adrian.Petrut@us.contiautomotive.com; Borowicz, Theodore J.; Brush, Eric (E.G.); Courtney, Bill (W.L.); 'David.Wood@us.contiautomotive.com'; Fitz, Don (D.J.); Freeman, Scott (S.T.); Gouwens, Tim (T.A.); Hearn, Mark (E.); Kadrovich, Kathy (K.); Luhrs, Dave (D.A.); Matysiewicz, Edwin (E.J.); Nasar, John (H.S.); Ostroski, Greg (G.M.); Shingleton, Leslie (L.E.); Warm, David (D.L.)
Subject: Update 3/28/2007

Team,

This afternoon the vehicle was driven around with hopes of setting a misfire DTC. We will be driving it more Thursday morning, too.

Tomorrow morning, Greg and I want to meet with Leslie to go over what she and John found out from the Hotline regarding the drive modes and TSB info.

We also want to sit down with David Warm to discuss the cal and drive modes with regards to setting the DTCs.

So, please stay tuned until tomorrow morning for an email or phone call regarding next steps.

Before I go, I want to thank everyone for the great teamwork exhibited today. If this cooperation and enthusiasm continues, we'll have a fix soon!

Ken Arszulowicz

Certified Six Sigma Black Belt
313-805-4022
karszulo@ford.com

From: Nasar, John (H.S.)
Sent: Thursday, November 03, 2005 12:47 PM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: Updated meeting matrix for 11/08 Meeting.
Attachments: Action plan matrix_PCM_AT water intrusion.xls



Action plan
rix_PCM_AT wa

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371
"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Thursday, November 03, 2005 8:00 AM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: RE: Updated meeting matrix for today's meeting - Attribute Grey Clip Looseness data

<< File: Attribute clips looseness check data.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371
"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Thursday, November 03, 2005 7:20 AM
To: Nasar, John (H.S.); Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: RE: Updated meeting matrix for today's meeting - Photos

<< File: TOMB STONES.doc >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Thursday, November 03, 2005 7:03 AM
To: Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: Updated meeting matrix for today's meeting

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

V229 PCM water intrusion

| | Item | Task | Responsibility | Review Date | Status | Open/Closed |
|---------------------------|------|---|--|-------------|--|-------------|
| Containment Action | 1 | Remove drain plugs at the plant to prevent water trap inside the cross can. | Andy Fang / Nasir Syed | 11/8/05 | 10/25 - Study feasibility of the process in OAP. 10/27 - Apply water hose test around the PCM - Nasir/Nasar/Hearn. 11/03 - Send pics to the team about the location of the plugs. 11/08 - Who / When /Where this will be processed on the assembly line | Open |
| | 2 | Add Butyl Patch on the Tomb stone | Andy Fang | 11/8/05 | 11/03 - Send pics to the team about the location of the plugs. 11/21 - Apply butyl patches in production. 11/08 - No need to process in favor of removing the drain plugs | closed |
| | 3 | Assembly process variability and in station process control to prevent defects. | Nasir Syed | 11/8/05 | 10/27 - Set inspection criteria and locate potential areas for inspection. 11/21 - When production resume. | closed |
| | 4 | Assembly line operator awareness of the issue - Work Group leaders | Nasir Syed | 11/8/05 | 10/21 - Issue will be communicated in the VRT and next line stop meeting. 10/27 - Share issue with Flat Top supervisor for operator awareness. | closed |
| Root Cause | 5 | CMM data for sheet metal irregularity around the grey cowl top clips | Alex Janic | 11/8/05 | 10/27 - Alex to provide 30 sample dimension data. 11/03 - Updates on the data. 11/08 - Timing for data availability. | Open |
| | 6 | Cowl Top Scrivets | Nasir Syed | 11/8/05 | 10/20 - Nasir contacted Scrivet supplier for better seal. 10/25 - Nasir share supplier findings. 10/27 - Supplier provide trial parts - update on 11/03 - Status update. 11/08 - Supplier samples timings. | |
| | 7 | Grey clips for better seal | Nasir Syed Ronald Suder Lonnie Jenkins | 11/8/05 | 10/20 - Grey clips will not leak water if properly seated. 10/25 - Use a water hose test to verify water leak for a misassembled clip. 10/27 - Apply water hose test around the clips - Nasir/Nasar/Hearn. 11/01 - Supplier (Raymond) visit to the plant. 11/02 - Supplier send data. 11/02 - Attribute data analysis for loose vs tight grey clips on 27 vehicles | |
| | 8 | Find out if the spray in body foam could be made water resistant [change the spec]. It should be made to prevent water flowing into the passenger compartment | Andy Fang | 11/8/05 | 11/08 - Need to discuss feasibility. | |
| | 9 | Find out if the spray in body foam could be made to seal all the body holes | Andy Fang | 11/8/05 | 11/08 - Need to discuss feasibility. | |
| | 10 | Find out if the spray in body foam could be done after the leaky clips are installed, so that the foam will seal the clips, or seal the hole if a clip is left out during assembly. | Andy Fang | 11/8/05 | 11/08 - Need to discuss feasibility. | |
| | 11 | Find out if a rubber mat with glue on one side could be used for field service water leak repair. | Andy Fang | 11/8/05 | 11/08 - Need to discuss feasibility. | |
| | 12 | Cowl top pia foam change | Nasir Syed Howard Gillespie | 11/8/05 | 11/03 - Meeting w/supplier (Valeo) for foam change discussion to assist in the failure mode prevention. 11/08 - Understand the driver study and implementation for the pass side. 11/08 - Data on Foam material, memory and thickness increase.. 11/08 - Data on Foam compression relationship to water ingress. 11/08 - Wing out data on current parts and compare to spec. | Open |
| | 13 | Water intrusion through the hole by the front fender as it meets the cross member. | Andy Fang | 11/8/05 | 10/25 - Verify if it is a potential root cause to add to the TSB as a service fix. 10/27 - Apply water hose test by the fender area - Nasir/Nasar/Hearn. | closed |
| | 14 | Warranty analysis by failure modes | John Nasar | 11/8/05 | 10/25 - Update. 10/27 - AWS data sent to the team. | closed |
| | 15 | PCM installation process Upside down in OAP | Nathan Willis / Edwin | 11/8/05 | 10/25 - Team agreed upon looking at ideas to seal the top surface as a quick containment action. 10/27 - Add tape to seal Top PCM surface. Ranger process pics, tape type and location top surface, Motorola to study adding the tape at their plant. | closed |
| Service acts | 16 | TSB verbiage to be compliant to recall and campaign prevention. | Pat Campau | 11/8/05 | 10/27 - Meeting update w/ Dave Yu and safety office. | closed |
| | 17 | Add remove drain plugs in the TSB | Pat Campau | 11/8/05 | 11/08 - TSB status: Remove sealer at the fender area+delete fig. And add the drain plug removal with figs. | Open |
| | 18 | TSB to include PCM seal tape. | TEAM | 11/8/05 | Rejected | closed |

From: Nasar, John (H.S.)
Sent: Thursday, November 03, 2005 8:03 AM
To: Borneo, Joseph (J.A.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'lej@araymondusa.com'; 'rjs@araymondusa.com'; 'howard.gillespie@valeo.com'
Subject: Updated meeting matrix for today's meeting
Attachments: Action plan matrix_PCM_AT water intrusion.xls



Action plan
rix_PCM_AT wa

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

V229 PCM water intrusion

| | Item | Task | Responsibility | Review Date | Status | Open/ Closed | |
|--------------------|-----------------|---|---|-------------|---|--|--------|
| Containment Action | 1 | Remove drain plugs at the plant to prevent water trap inside the cross can. | Andy Fang | 3/11/05 | 10/25 - Study feasibility of the process in OAP. 10/27 - Apply water hose test around the PCM - Nasir/Nasar/Hearn. 11/03 - Send pics to the team about the location of the plugs. | Open | |
| | 2 | Add Butyl Patch on the Tomb stone | Andy Fang | 11/1/05 | 11/03 - Send pics to the team about the location of the plugs. 11/21 - Apply butyl patches in production. | | |
| | 3 | Assembly process variability and in station process control to prevent defects. | Nasir Syed | 11/1/05 | 10/27 - Set inspection criteria and locate potential areas for inspection. 11/21 - When production resume. | Open | |
| | 4 | Assembly line operator awareness of the issue - Work Group leaders | Nasir Syed | 11/1/05 | 10/21 - Issue will be communicated in the VRT and next line stop meeting. 10/27 - Share issue with Flat Top supervisor for operator awareness. | Open | |
| Root Cause | 5 | CMM data for sheet metal irregularity around the grey cowl top clips | Alex Janic | 11/1/05 | 10/27 - Alex to provide 30 sample dimension data. 11/03 - Updates on the data | | |
| | 6 | Cowl Top Scrivets | Nasir Syed | 11/1/05 | 10/20 - Nasir contacted Scrivet supplier for better seal. 10/25 - Nasir share supplier findings. 10/27 - Supplier provide trial parts - update on 11/03 - Status update. | | |
| | 7 | Grey clips for better seal | Nasir Syed Ronald Suder Lonnie Jenkins | 11/1/05 | 10/20 - Grey clips will not leak water if properly seated. 10/25 - Use a water hose test to verify water leak for a misassembled clip. 10/27 - Apply water hose test around the clips - Nasir/Nasar/Hearn. 11/01 - Supplier (Raymond) visit to the plant. 11/02 - Supplier send data. 11/02 - Attribute data analysis for loose vs tight grey clips on 27 vehicles. 11/03 - Data analysis and discuss next steps. | | |
| | 8 | Find out if the spray in body foam could be made water resistant [change the spec]. It should be made to prevent water flowing into the passenger compartment | Andy Fang | | | | |
| | 9 | Find out if the spray in body foam could be made to seal all the body holes | Andy Fang | | | | |
| | 10 | Find out if the spray in body foam could be done after the leaky clips are installed, so that the foam will seal the clips, or seal the hole if a clip is left out during assembly. | Andy Fang | | | | |
| | 11 | Find out if a rubber mat with glue on one side could be used for field service water leak repair. | Andy Fang | | | | |
| | 12 | Cowl top pia foam change | Nasir Syed Howard Gillespie | 3/11/05 | 11/03 - Meeting w/supplier (Valeo) for foam change discussion to assist in the failure mode prevention. | | |
| | 13 | Water intrusion through the hole by the front fender as it meets the cross member. | Andy Fang | 11/1/05 | 10/25 - Verify if it is a potential root cause to add to the TSB as a service fix. 10/27 - Apply water hose test by the fender area - Nasir/Nasar/Hearn | Open | |
| | 14 | Warranty analysis by failure modes | John Nasar | 11/1/05 | 10/25 - Update. 10/27 - AWS data sent to the team. | closed | |
| | 15 | PCM installation process Upside down in OAP | Nathan Willis / Edwin | 11/1/05 | 10/25 - Team agreed upon looking at ideas to seal the top surface as a quick containment action. 10/27 - Add tape to seal Top PCM surface. Ranger process pics, tape type and location top surface, Motorola to study adding the tape at their plant. | closed | |
| | Service actions | 16 | TSB verbiage to be compliant to recall and campaign prevention. | Pat Campau | 11/1/05 | 10/27 - Meeting update w/ Dave Yu and safety office. | Open |
| | | 17 | Add remove drain plugs in the TSB | Pat Campau | 11/1/05 | | |
| | | 18 | TSB to include PCM seal tape. | TEAM | 11/1/05 | Rejected | closed |

From: keith.crider@valeo.com
Sent: Thursday, November 10, 2005 11:42 AM
To: Nasar, John (H.S.); howard.gillespie@valeo.com; john.miller@valeo.com;
Anthony.BOSSO@valeo.com; david.masters@valeo.com
Subject: Updated Scrivet hole Data - V229

Attachments: Scrivet Hole Measurement.xls; pic13487.gif



Scrivet Hole Measurement.xls (6 KB) pic13487.gif (6 KB)

Keith Crider

Valeo Wiper Systems- Rochester, NY
Customer Quality Manager
Phone: (585) 277-3561/ Fax: 3458
Cell: (585) 370-0176
keith.crider@valeo.com

----- Forwarded by Keith CRIDER/Rochester/VWS/VALEO on 11/10/2005 11:41 AM

Christopher ACRI -
Rochester - VWS

To: Keith CRIDER/Rochester/VWS/VALEO@VALEO, John
MILLER/Rochester/VWS/VALEO@VALEO
11/03/2005 03:49 PM cc: David MASTERS/Rochester/VWS/VALEO@VALEO
Subject: Updated Scrivet hole Data - V229

(See attached file: Scrivet Hole Measurement.xls) (Embedded image moved to file: pic13487.gif)

V229 Wet Cowl "Scrivet" Hole Measurements
 Specification: 6.7 +/- 0.25mm (6.55 to 6.95mm)

Out of Specification - Low

| Wet Cowl | Cavity | Point 6 | Point 7 | Point 8 | Point 9 |
|----------|--------|---------|---------|---------|---------|
| 1 | 2 | 6.57 | 6.87 | 6.57 | 6.55 |
| 2 | 2 | 6.55 | 6.80 | 6.54 | 6.58 |
| 3 | 2 | 6.54 | 6.86 | 6.54 | 6.56 |
| 4 | 2 | 6.55 | 6.75 | 6.53 | 6.53 |
| 5 | 2 | 6.55 | 6.78 | 6.53 | 6.53 |
| 6 | 2 | 6.55 | 6.83 | 6.52 | 6.54 |
| 7 | 1 | 6.59 | 6.58 | 6.58 | 6.54 |
| 8 | 1 | 6.56 | 6.59 | 6.58 | 6.53 |
| 9 | 1 | 6.57 | 6.58 | 6.57 | 6.53 |
| 10 | 1 | 6.58 | 6.72 | 6.60 | 6.53 |
| 11 | 1 | 6.55 | 6.61 | 6.59 | 6.52 |
| 12 | 1 | 6.55 | 6.58 | 6.57 | 6.52 |
| 13 | 2 | 6.57 | 6.75 | 6.52 | 6.54 |
| 14 | 2 | 6.56 | 6.60 | 6.63 | 6.54 |
| 15 | 2 | 6.53 | 6.85 | 6.50 | 6.52 |
| 16 | 2 | 6.52 | 6.72 | 6.50 | 6.51 |
| 17 | 2 | 6.53 | 6.79 | 6.51 | 6.57 |
| 18 | 2 | 6.54 | 6.81 | 6.50 | 6.51 |
| 19 | 1 | 6.62 | 6.63 | 6.53 | 6.52 |
| 20 | 1 | 6.58 | 6.63 | 6.57 | 6.52 |
| 21 | 1 | 6.56 | 6.62 | 6.55 | 6.53 |
| 22 | 1 | 6.59 | 6.58 | 6.58 | 6.52 |
| 23 | 1 | 6.57 | 6.69 | 6.55 | 6.53 |
| 24 | 1 | 6.61 | 6.60 | 6.59 | 6.49 |
| 25 | 2 | 6.52 | 6.83 | 6.51 | 6.52 |
| 26 | 2 | 6.52 | 6.71 | 6.50 | 6.53 |
| 27 | 2 | 6.55 | 6.75 | 6.51 | 6.51 |
| 28 | 1 | 6.59 | 6.61 | 6.56 | 6.53 |
| 29 | 1 | 6.59 | 6.59 | 6.58 | 6.52 |
| 30 | 1 | 6.64 | 6.63 | 6.55 | 6.54 |

From: Nasar, John (H.S.)
Sent: Friday, October 21, 2005 8:43 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: V229 PCM/AT water intrusion - Updated for Next Meeting 10/25/05, 8:30 am
Attachments: Action plan matrix_PCM_AT water intrusion.xls



Action plan
rix_PCM_AT wa

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 18, 2005 4:20 PM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorola.com'; Borneo, Joseph (J.A.)
Subject: Meeting Matrix

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

V229 Rear Sensor Warranty Spike

| | Item | Task | Responsibility | Review Date | Status | Open/Closed |
|--------------------|------|--|-----------------------|-------------|---|-------------|
| Containment Action | | Add PVC soft foam tape in OAP | Andy Fang | 10/25/05 | 10/25 - Study feasibility of the process in OAP. | Open |
| | | Cowl Top Scrivets | Nasir Syed | 10/25/05 | 10/20 - Nasir contacted Scrivet supplier for better seal. 10/25 - Nasir share supplier findings. | Open |
| | | Seal Grey cowl top clips | Andy Fang | 10/25/05 | 10/20 - Grey clips will not leak water if properly seated. 10/25 - Use a water hose test to verify water leak for a misassembled clip. | Open |
| | | CMM data for sheet metal irregularity around the grey cowl top clips | Alex Janic | 10/25/05 | | |
| | | Assembly process variability and in station process control to prevent defects. | Nasir Syed | 10/25/05 | | Open |
| | | Assembly line operator awareness of the issue - Work Group leaders | Nasir Syed | 10/25/05 | 10/21 - Issue will be communicated in the VRT and next line stop meeting. | Open |
| Root Cause | | Determine if 20 minute water soak could be used for test verification. | Andy Fang | 10/25/05 | | Open |
| | | Water intrusion through the hole by the front fender as it meets the cross member. | Andy Fang | 10/25/05 | 10/25 - Verify if it is a potential root cause to add to the TSB as a service fix. | Open |
| | | Warranty analysis by failure modes | John Nasar | 10/25/05 | 10/25 - Update | Open |
| | | Sheet metal dimension data for the grey clips square holes (30 samples) | Alex Janic | 10/25/05 | | |
| | | PCM installation process Upside down in OAP | Nathan Willis / Edwin | 10/25/05 | Need to understand the impact on the failure mode. | |
| Service actions | | TSB verbiage to be compliant to recall and campaign prevention. | Pat Campau | 10/25/05 | | Open |
| | | TSB to include only the Transmission water intrusion. | TEAM | 10/25/05 | Discuss the idea of releasing the TSB only for the transmission water intrusion only. | Open |

From: Nasar, John (H.S.)
Sent: Tuesday, October 25, 2005 10:52 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: V229 PCM/AT water intrusion Meeting Matrix- Updated for Next Meeting 10/227/05, 8:30 am)
Attachments: Action plan matrix_PCM_AT water intrusion.xls



Action plan
rix_PCM_AT wa

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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From: Nasar, John (H.S.)
Sent: Tuesday, October 25, 2005 8:28 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: RE: V229 PCM/AT water intrusion - Updated for Next Meeting 10/25/05, 8:30 am) - AWS data

<< File: AWS CALIMS BY PCM PART AND WATER.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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From: Nasar, John (H.S.)
Sent: Friday, October 21, 2005 8:43 AM
To: Nasar, John (H.S.); Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.willis@motorola.com'; Borneo, Joseph (J.A.)
Subject: V229 PCM/AT water intrusion - Updated for Next Meeting 10/25/05, 8:30 am)

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

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

From: Nasar, John (H.S.)
Sent: Tuesday, October 18, 2005 4:20 PM
To: Campau, Patrick (P.J.); Lipka, Ken (K.R.); Syed, Nasir (N.S.); Hearn, Mark (E.); Matysiewicz, Edwin (E.J.); Fang, Andy (A.); Janic, Alex (A.); 'rarwood@plastecheng.com'; Nasar, John (H.S.); Stever, Paul (P.G.); Stodola, Robert (R.J.); Cordeau, Roger (T.); Dixon, Mark (M.R.); Orris, Steve (S.J.); Hazel, Jeff (J.D.); Ufimzeff, Ben (B.); Bayne, Rick (R.); Garrett, Dave (D.P.); Frye, Nancy (N.J.); 'nathan.wallis@motorolla.com'; Borneo, Joseph (J.A.)
Subject: Meeting Matrix

<< File: Action plan matrix_PCM_AT water intrusion.xls >>

Regards,

JOHN NASAR

FCSD Resident Engineer
Windstar / Freestar / Monterey
(905) 845 - 2511X2371

"Dealers are our partners and we cannot be successful without them " - Jim Padilla, March 2005

V229 Rear Sensor Warranty Spike

| | Item | Task | Responsibility | Review Date | Status | Open/Closed |
|--------------------|------|--|-----------------------|-------------|--|-------------|
| Containment Action | | Add PVC soft foam tape in OAP | Andy Fang | 10/25/05 | 10/25 - Study feasibility of the process in OAP. 10/27 - Apply water hose test around the PCM - Nasir/Nasar/Hearn | Open |
| | | Cowl Top Scrivets | Nasir Syed | 10/25/05 | 10/20 - Nasir contacted Scrivet supplier for better seal. 10/25 - Nasir share supplier findings. 10/27 - Supplier provide trial parts - update on | Open |
| | | Seal Grey cowl top clips | Andy Fang | 10/25/05 | 10/20 - Grey clips will not leak water if properly seated. 10/25 - Use a water hose test to verify water leak for a misassembled clip. 10/27 - Apply water hose test around the clips - Nasir/Nasar/Hearn. | Open |
| | | CMM data for sheet metal irregularity around the grey cowl top clips | Alex Janic | 10/25/05 | 10/27 - Alex to provide 30 sample dimension data. | |
| | | Assembly process variability and in station process control to prevent defects. | Nasir Syed | 10/25/05 | 10/27 - Set inspection criteria and locate potential areas for inspection. | Open |
| | | Assembly line operator awareness of the issue - Work Group leaders | Nasir Syed | 10/25/05 | 10/21 - Issue will be communicated in the VRT and next line stop meeting. 10/27 - Share issue with Flat Top supervisor for operator awareness. | Open |
| Root Cause | | Determine if 20 minute water soak could be used for test verification. | Andy Fang | 10/25/05 | 10/27 - Test is a good verification test. Failures occur at high mileage. | Open |
| | | Water intrusion through the hole by the front fender as it meets the cross member. | Andy Fang | 10/25/05 | 10/25 - Verify if it is a potential root cause to add to the TSB as a service fix. 10/27 - Apply water hose test by the fender area - Nasir/Nasar/Hearn. | Open |
| | | Warranty analysis by failure modes | John Nasar | 10/25/05 | 10/25 - Update. 10/27 - AWS data sent to the team. | closed |
| | | PCM installation process Upside down in OAP | Nathan Willis / Edwin | 10/25/05 | 10/25 - Team agreed upon looking at ideas to seal the top surface as a quick containment action. 10/27 - Add tape to seal Top PCM surface. Ranger process pics, tape type and location top surface, Motorola to study adding the tape at their plant. | |
| Service actions | | TSB verbiage to be compliant to recall and campaign prevention. | Pat Campau | 10/25/05 | 10/27 - Meeting update w/ Dave Yu and safety office. | Open |
| | | TSB to include PCM seal tape. | TEAM | 10/25/05 | | Open |

From: Matysiewicz, Edwin (E.J.)
Sent: Wednesday, April 25, 2007 7:53 AM
To: Arszulowicz, Ken (K.J.)
Cc: Adrian.Petrut@us.contiautomotive.com; Borowicz, Theodore J.; Brush, Eric (E.G.); Courtney, Bill (W.L.); 'David.Wood@us.contiautomotive.com'; Fitz, Don (D.J.); Freeman, Scott (S.T.); Gouwens, Tim (T.A.); Hearn, Mark (E.); Kadrovich, Kathy (K.); Luhrs, Dave (D.A.); Matysiewicz, Edwin (E.J.); Nasar, John (H.S.); Ostroski, Greg (G.M.); Shingleton, Leslie (L.E.); Warm, David (D.L.)
Subject: V229 PCM connector contamination in header pin
Attachments: Header_Connpin_Contam.jpg



Header_Connpin_C
ontam.jpg (631...

Ken

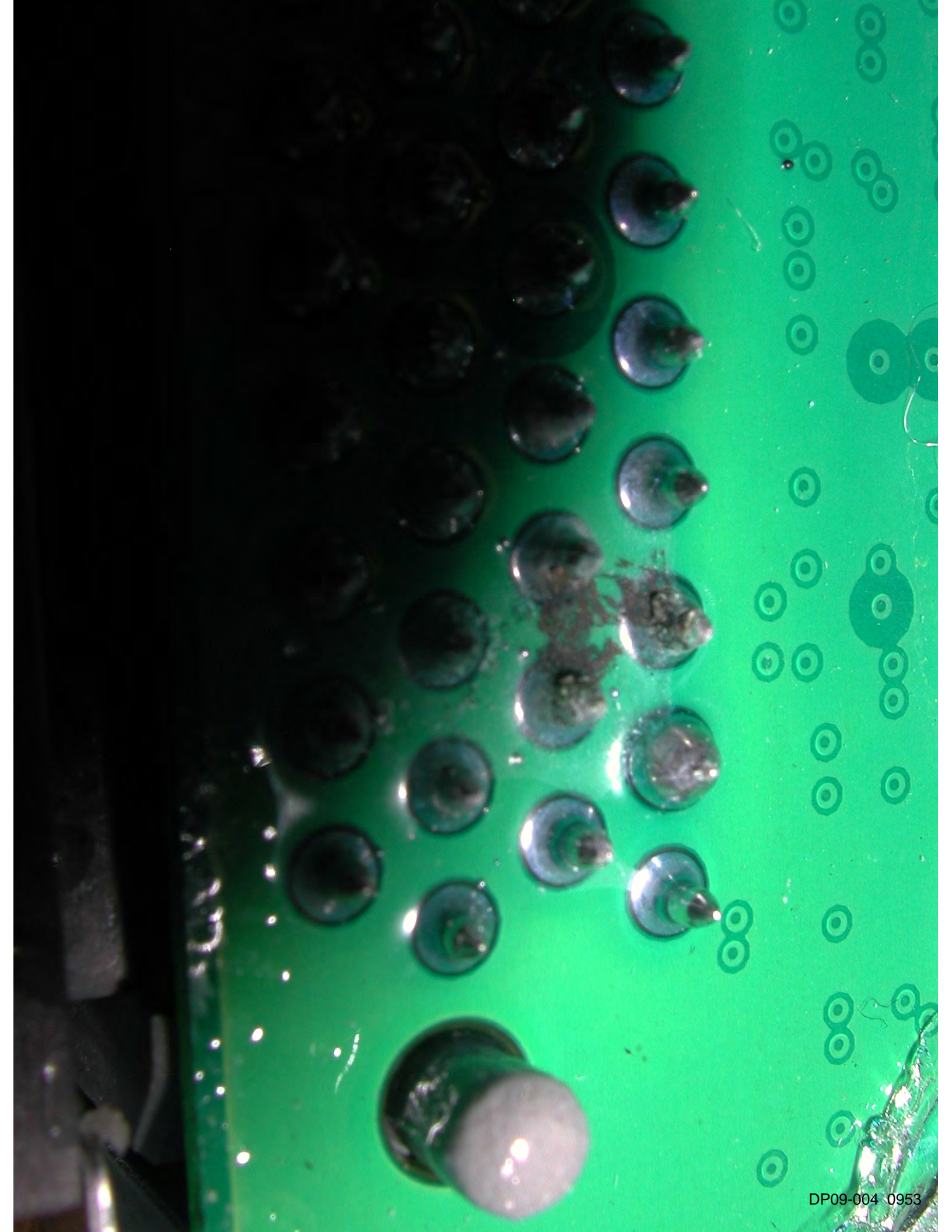
Picture of the contamination in the PCM header connector pins from the Blue Van.

If the contamination is conductive, it would obviously could cause some sort of customer complaint.

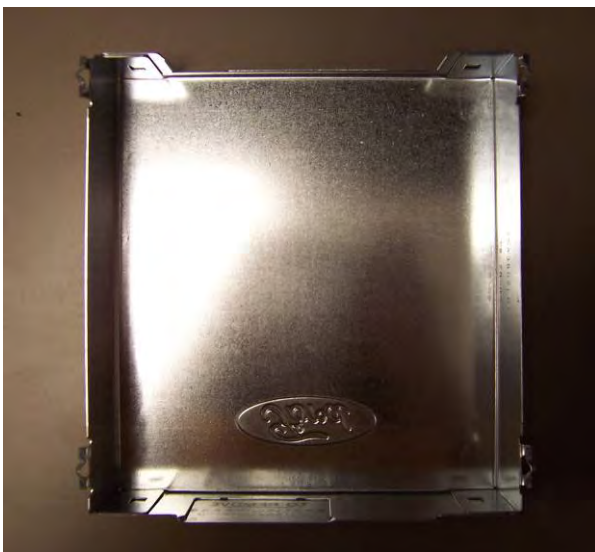
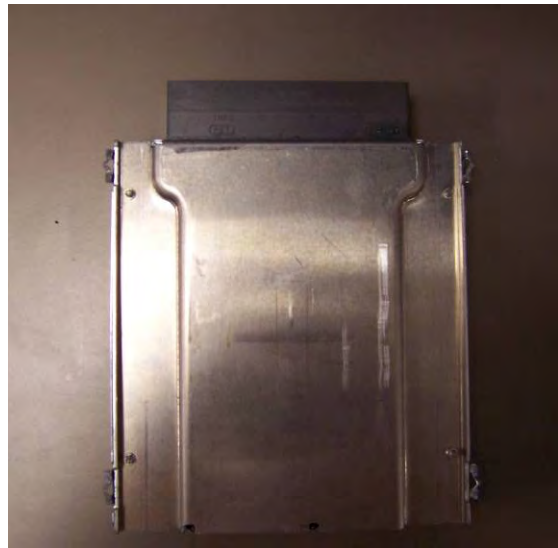
Let me know what else you need.

Thanks

Ed Matysiewicz
PCM D&R Engineer
Programs: D186, PN96, V229, U204, U293, U377, U364
Ford Desk Cell: 313-805-7111
Belt Cell: 248-910-2144



100180-234 (Richmond Hill, Ontario)



Test Results:

Upload – PASS

Suit Case Test – PASS

Reflash – PASS

Quality Ambient (+25 deg C) – PASS

Quality Cold (-40 deg C) – PASS

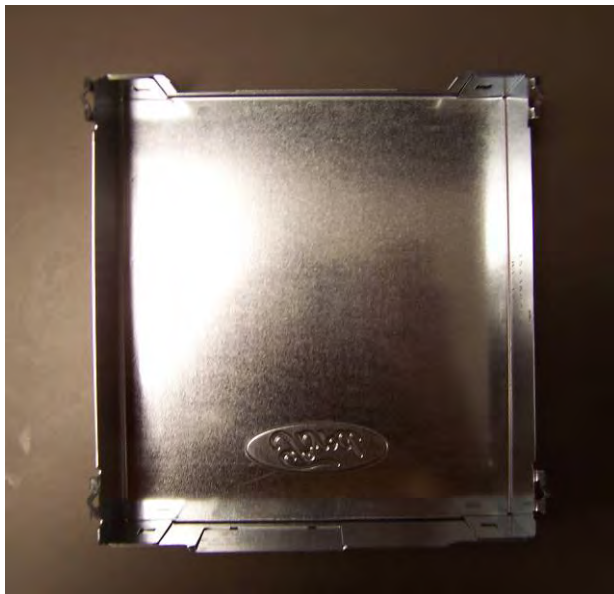
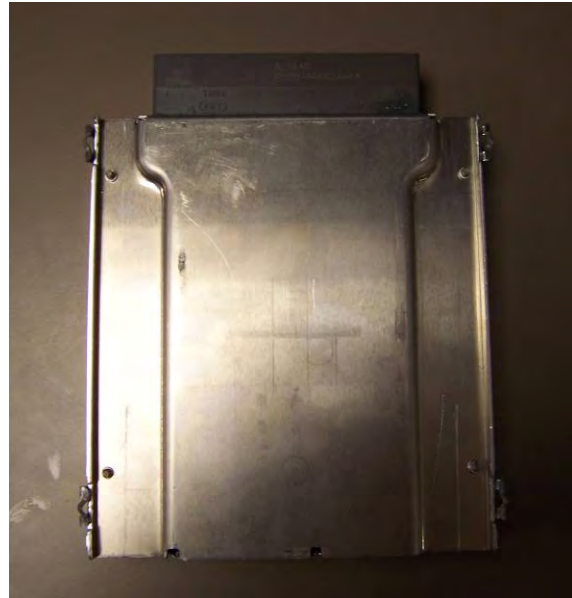
Quality Hot (+125 deg C) – PASS

100051-1899 (St. Felician, Quebec)



- Test Results:
Upload – PASS
Suit Case Test – PASS
Reflash – PASS
Quality Ambient (+25 deg C) – PASS
Quality Cold (-40 deg C) – PASS
Quality Hot (+125 deg C) – PASS

100212-113 (Newport News, VA)



Test Results:

Upload – PASS

Suit Case Test – PASS

Reflash – PASS

Quality Ambient (+25 deg C) – PASS

Quality Cold (-40 deg C) – PASS

Quality Hot (+125 deg C) – PASS

35687-1199 (Vin 2MRDA22216BJ00377)



Test Results:

Upload – PASS

Suit Case Test – PASS

Reflash – PASS

Quality Ambient (+25 deg C) – PASS

Quality Cold (-40 deg C) – PASS

Quality Hot (+125 deg C) – PASS

From: Suder, Ronald J. [rjs@araymondusa.com]
Sent: Tuesday, March 21, 2006 12:48 PM
To: Syed, Nasir (N.S.); Nasar, John (H.S.)
Cc: Dreiocker, Rene; Jenkins, Lonnie E.; DiPonio-Lamb, Helen
Subject: W707343-S300 (AR 8151)

Nasir, here is an update on the subject part for the thicker foam seal. AR has enough of the current foam seals (1.5 mm thk.) to last us to 5/1/2006.

After we receive a Ford PO we will need 6 weeks to PPAP the new parts. The 6 weeks consists of getting the PO, ordering the new seals and providing the PPAP paperwork.

Thank You,

Ronald Suder
A. Raymond, Inc
3091 Research drive
Rochester Hills, MI 48309
Phone: (248) 853-2500
Cell: (734) 751-8353
E-mail: RJS@ARAYMONDUSA.COM

CONFIDENTIAL INFORMATION: This message and any attachments are confidential, for the exclusive use of the addressee. Any distribution, use or reproduction is unauthorized and prohibited. If you are not the addressee, then please DO NOT read, copy or distribute it, but reply to the sender that you received it in error and delete it. Thank you.









60714

SER 24
ZVAT





From: Hearn, Mark (E.)
Sent: Monday, August 29, 2005 11:18 AM
To: Syed, Nasir (N.S.)
Cc: Nasar, John (H.S.); Kulkarni, Arvind (A.)
Subject: Water Intrusion in Transaxle.....Leak Generated Thru Cowl Top Scrivet

Nasir,

further to the observations we made in the executive garage that showed a leak path thru the scrivet we discuss a couple of actions - one for service and one possible action for on-going production. Our simple test showed that under certain stack up conditions, a leak could be generated in a vehicle in which the cowl top was never removed but installed to either the right or left most position.

One possible solution we discussed was to use either a scrivet with a wider flange washer that would tolerate the variability in the location of the cowl top slot. I believe another alternative was to use a scrivet with a sealer. Did we make contact with the supplier for possibilities so we could possibly run some trials? Please let me know at your earliest convenience.

thanks.

Mark Hearn
PTO Resident Engineer
Freestar Plant Vehicle Team

Oakville Assembly Plant
Phone: (905) 845-2511 Ext 1089 Dail Net: 853-1089
Fax: (905) 845-0132
mhearn@ford.com

From: REBECCA L JERNIGAN [rlbayne@sbcglobal.net]
Sent: Thursday, June 01, 2006 10:44 PM
To: Nasar, John (H.S.)
Subject: Water Intrusion into PCM
Attachments: 4248739206-IMG_0277.JPG; 1141713043-IMG_0274.JPG; 197200638-IMG_0275.JPG; 865231518-IMG_0278.JPG; 3263081225-IMG_0276.JPG

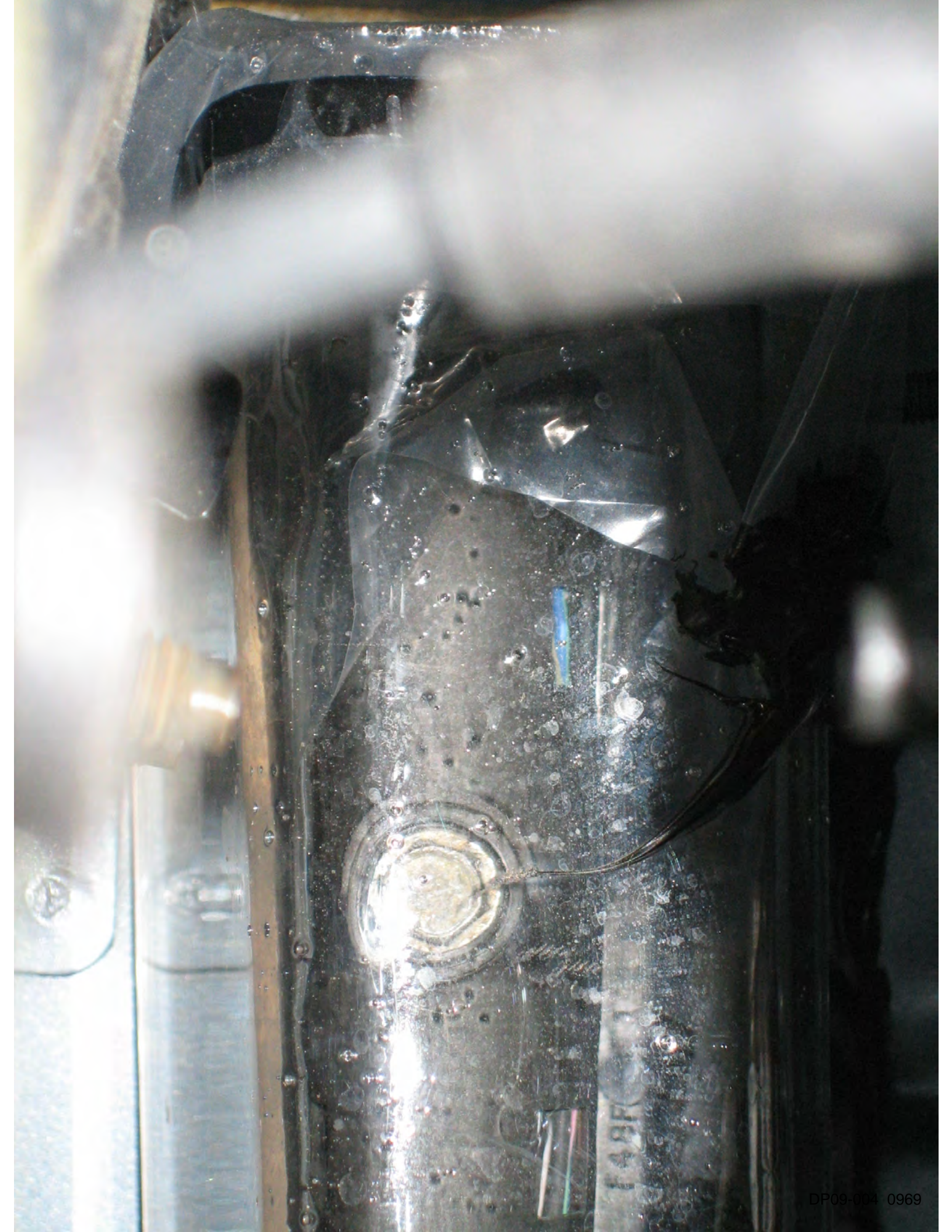
John, as per our conversation earlier here are the digital pic's of the three Freestar's with repeat water intrusion into the PCM. All vehicles have had repeat repairs for water intrusion, also you will notice a make-shift umbrella for the PCM installed by the sublet trim shop. The tech stated all cowls have had the TSB performed and water continues to enter connector. When the PCM was disconnected and removed large amounts of water flowed out, further neither showed any excess amount of foam sealant around the fender/bulkhead joint. All three of the vehicles are presently at Gorno Ford in Woodhaven MI, located on Allen Rd.

Let me know if the team needs any further help with this ongoing project. Feel free to contact me with any questions, I'm willing to aid in any way needed.

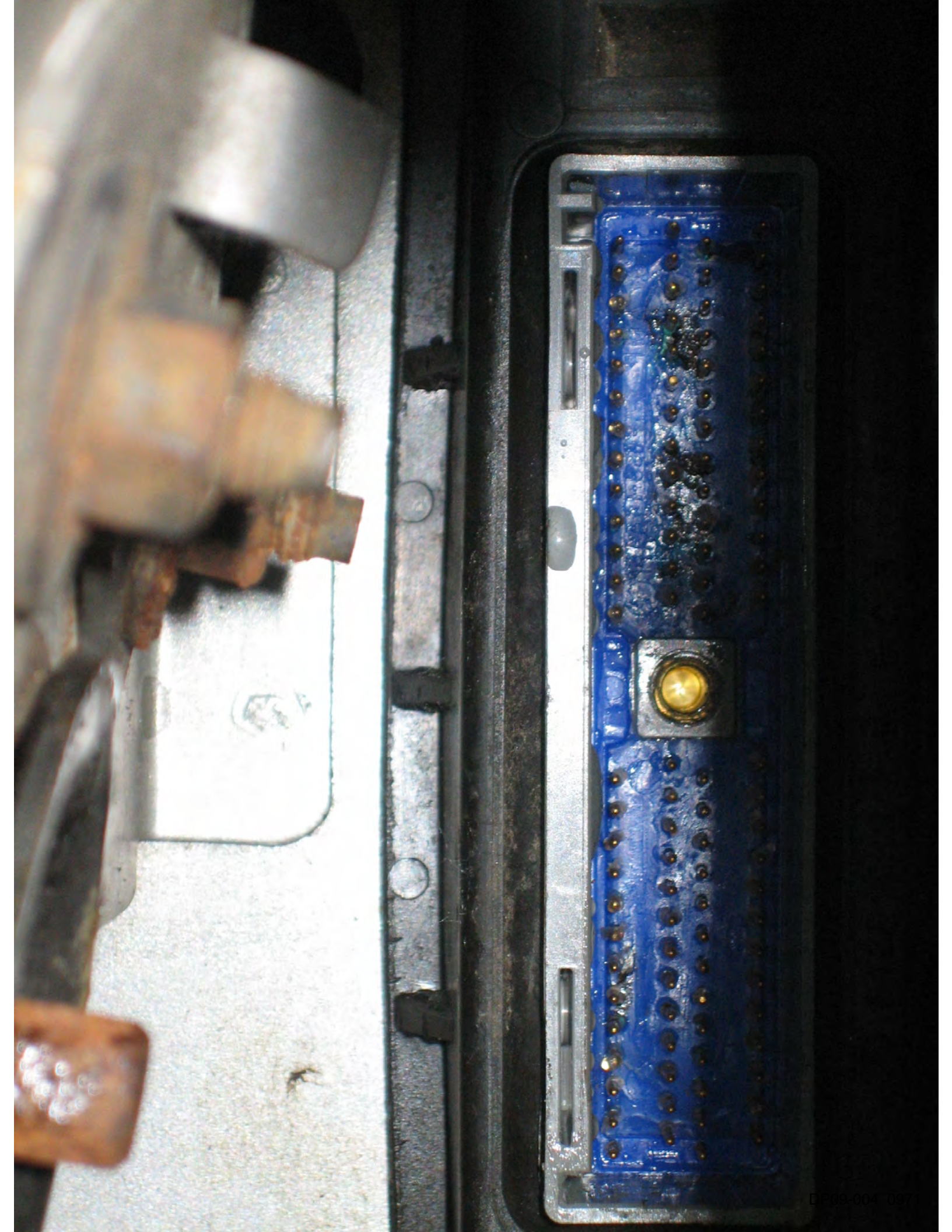
Rickey Bayne
Service Engineer
SME Windstar/Freestar/Monterey
FCSD DSC I
1-313-317-4275
rbayne2@ford.com











From: howard.gillespie@valeo.com
Sent: Monday, November 28, 2005 1:53 PM
To: Keith.CRIDER/Rochester/VWS/VALEO@VALEO; John.MILLER/Rochester/VWS/VALEO@VALEO
Cc: Nasar, John (H.S.); Syed, Nasir (N.S.)
Subject: Water Leak Information

Keith,

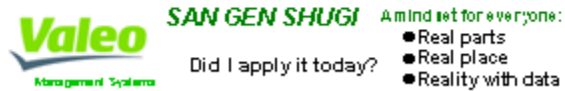
Please provide updates on the following action items;

- 1) 30 piece dimensional review on each cavity, are we in spec?
- 2) What does our suppliers capability data tell us (i.e. Cp, & Cpk for each plotted section)
- 3) What are our alternatives to bring the part back to nominal? (are there any internal modifications to our suppliers process that can reduce the variation without a cost increase?)
- 4) Sales issues aside how soon can we implement any of our alternatives?

Our next meeting is Thursday at 10:30 am Dec 1, thanks.

Regards,

Howard Gillespie
Group Resident Engineer
Ford Oakville V229 Program
YMS – Auburn Hills, USA
Tel: 416-989-4037 / Fax: 416-989-4123



From: Fontana, James (J.)
Sent: Thursday, March 09, 2006 11:40 AM
To: Anderson, Jacob (J.); Arnold, James (J.); Bayne, Rick (R.); Fontana, James (J.); Girard, Mario (y.); Green, Robert (R.); Herdzyk, John (J.); Kahn, Jason (J.); Lamonde, Sebastien (S.); Lecznar, Robert (R.); Leibengood, William (W.); Lightfoot, Michael (M.); Mahnken, Matthew (M.); Mullins, Dan (D.); Nalder, Nate (N.); Napple, Eric (E.); Nelson, Adam (A.); Owens, Jonathan (J.); Reddmann, Joseph (J.); Roth, Chris (C.); Sandoval, Frank (F.); Speigle, William (W.); Thielbar, Ryan (R.); Urso, Joseph (J.); Valley, Pierre (PAV.); Wagner, Donavun (D.); Wolken, Christopher (C.)
Subject: Windstar/Freestar/Monterey Water in the pcm.
Team,

For Windstar, Freestar and Monterey calls with water in the pcm connections, refer tech to tsb 05-23-7 to repair water leak. This TSB can be found under symptom coding 698298.

Jim Fontana

Service Engineer- Diesel
FCSD Technical Service Hotline
Service Engineering Operations
jfontan2@ford.com
(313)24-87892

From: Hearn, Mark (E.)
Sent: Wednesday, January 04, 2006 4:28 PM
To: 'howard.gillispie@valeo.com'
Cc: Kulkarni, Arvind (A.); Nasar, John (H.S.); Stever, Paul (P.G.); Syed, Nasir (N.S.)
Subject: Wiper Cowl Module Dimensions

Attachments: Valeo Wiper Cowl.ppt

Howard,

further to our conversation I have attached photographs showing the area of concern on the sheet metal and wiper cowl module interface.

This vehicle that we identified this concern was an M10 unit that initially set a check engine MIL code after 100 kms. Our initial diagnosis indicated that the engine ignition coil was defective, however when the vehicle was returned after an addition 13 kms with the same code, we discovered the water intrusion in the PCM connector.

Visual observations of the cowl assemblies shows what appears to be a localized increase in height in the area above the PCM module. This increase in height reduced the effective sealing of the foam and allowing water to bypass the normal path and contact the PCM connector.

We need Valeo to provide data from a minimum of 30 production parts for our analysis.

We need to commence regular discussions with reps from Valeo and the tier 2 cowl supplier to develop a plan to correct the current condition.

Thanks.



Valeo Wiper
Cowl.ppt (76 KB)

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V229 Wipe Cowl Module – Water Leak Paths



Passenger side of wiper cowl showing leak paths – Note the difference in height of the foam from point A to point B